

WASHINGTON STATE
2018 TRAFFIC SAFETY
ANNUAL REPORT

2018

WASHINGTON TRAFFIC SAFETY COMMISSION
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EXECUTIVE SUMMARY

Washington State is a leader in traffic safety thanks to its collaboration between traffic safety partners and stakeholders, and its goal of eliminating traffic fatalities and serious injuries on the state's roadways by 2030. The Washington Strategic Highway Safety Plan (SHSP), also known as the Target Zero plan, utilizes data-driven analysis to identify traffic safety priorities to align proven strategies and countermeasures to change driver behavior and save lives.

In 2017, Washington traffic fatalities increased by 5.4 percent (from 536 to 565). Nationally, traffic deaths remained largely unchanged, decreasing less than half a percent and leveling off the steepest two-year increase in 50 years.

The table below examines fatal crash factors in Washington. The involvement of drug-positive drivers in fatal crashes plateaued in 2017 after climbing more than 10 percent every year since 2012. In 2017, fatalities involving an alcohol-impaired driver reached the highest number since 2011. Pedestrian deaths have increased to the highest number in decades. In 2017, fatalities involving a heavy truck operator increased to the highest number since 1997 and represents a 60 percent increase from the previous year. With the rebounding economy and increases in vehicle miles traveled, Washington must maintain existing programs and implement new innovations to realize its vision of zero traffic fatalities and serious injuries.



Darrin T. Grondel, Director

| Number of Traffic Fatalities in Washington | | | |
|--|------|------|--------------------|
| | 2016 | 2017 | % Change 2016-2017 |
| All Fatalities | 536 | 565 | 5.4% |
| Driver Alcohol >.08 (not imputed) Involved | 131 | 135 | 3.1% |
| Drug Positive Driver Involved | 222 | 200 | -9.9% |
| THC Positive Driver Involved | 125 | 126 | 0.8% |
| Speeding Involved | 154 | 172 | 11.7% |
| Distracted Driver Involved | 155 | 155 | 0.0% |
| Unrestrained Passenger Vehicle Occupants | 110 | 91 | -17.3% |
| Unlicensed Driver Involved | 84 | 101 | 20.2% |
| Drowsy Driver Involved | 16 | 9 | -43.8% |
| Motorcyclists | 81 | 77 | -4.9% |
| Pedestrians | 88 | 109 | 23.9% |
| Drivers 70+ Involved | 67 | 72 | 7.5% |
| Heavy Truck Involved | 52 | 83 | 59.6% |
| Bicyclists | 17 | 14 | -17.6% |
| Young Driver Ages 16-17 Involved | 20 | 12 | -40.0% |
| Young Driver Ages 18-20 Involved | 48 | 57 | 18.8% |
| Young Driver Ages 21-25 Involved | 111 | 106 | -4.5% |
| Young Driver Ages 16-25 Involved | 166 | 168 | 1.2% |
| Young Driver Ages 16-25 | 177 | 163 | -7.9% |

Washington State 2018 Accomplishments and Challenges

Distracted Driving

On January 23, 2018, the Washington Traffic Safety Commission (WTSC) hosted a press event marking the end of the educational grace period for the new Driving Under the Influence of Electronics (E-DUI) law. Partners involved in the event included Washington State Patrol (WSP), 911 Driving School, All Points PR (communications contractor for 911 Driving School) and C+C (WTSC communications contractor). The main visual for the media featured two volunteer teenage drivers who drove through a closed course of cone obstacles, while each were given different distractions. The distractions included answering phone calls and carrying on conversations, and texting. The teens drove the course with the goal of avoiding cones that were blocking the road and were not told which way to steer to avoid the cones until the last second -- a light system in the car provided that direction. The media rode along with the teenage drivers and were also invited to drive the course with, and without distractions. While the event took place at the University of Washington, in Seattle, on a rainy and cold day, it garnered 131 news stories.

National Distracted Driving Month

During the April 2018 National Distracted Driving Month High Visibility Enforcement (HVE) campaign, Washington had over 150 participating law enforcement agencies statewide. The target audience for this educational campaign was mothers. WTSC conducted a phone survey in April 2017 of mothers of school-aged children that showed the following results:

- Sixty-five percent of mothers think “everyone uses their phone while they drive”
- Only 44 percent reported looking at text messages while they drive
- Thirty-one percent report sending text messages while driving

For the campaign, a public service announcement was produced in English and transcreated in Spanish. The Public Service Announcement (PSA) showed a mother riding in the back seat of a car, taking her newborn home for the first time. The father takes special care as he drives his family home (looking both ways twice before crossing an intersection and driving 10 miles below the speed limit). The scene changes to the mother driving her now six-year-old daughter to soccer practice when she hears her cell phone buzz. The mother is about to answer the call when she looks in the rear view mirror and meets eyes with her daughter. She decides at that moment not to answer the call and the announcer says, “On the Road, Off the Phone.”

There was positive response to this campaign, capturing over 11.6 million ad impressions and more than 130 earned news stories statewide. The campaign materials can be viewed here:

<http://wadrivetozero.com/distracted-driving/>.

Distracted Driving Training for Law Enforcement Officers

On June 26, 2018, the WTSC hosted a pilot distracted driving training for law enforcement officers. The training covered how to deal with distractions caused by the work equipment in their vehicles. Forty-four law enforcement officers representing 21 agencies from all levels of government attended the training.

The training curriculum was developed by the University of California San Diego’s Training, Research and Education for Driving Safety (TREDS) program. The training called *Distraction Overload – Risk Reduction for First Responders* is a train-the-trainer course designed to enhance awareness of “Below 100” Tenet Number Five – “Remember: Complacency Kills!” The training assisted officers in identifying distracted driving risks, as well as strategies that can positively affect the safety of all roadway users.

Course instruction encourages officer interaction and upon completion of the course officers are encouraged to sign a pledge card.

The course is taught by law enforcement officers and focuses on the following topics:

- Behaviors that can reduce the focus on driving
- Crash risks from distraction and fatigue
- Officer exemption vs. potential civil liability
- Practical strategies to reduce distracted driving behaviors

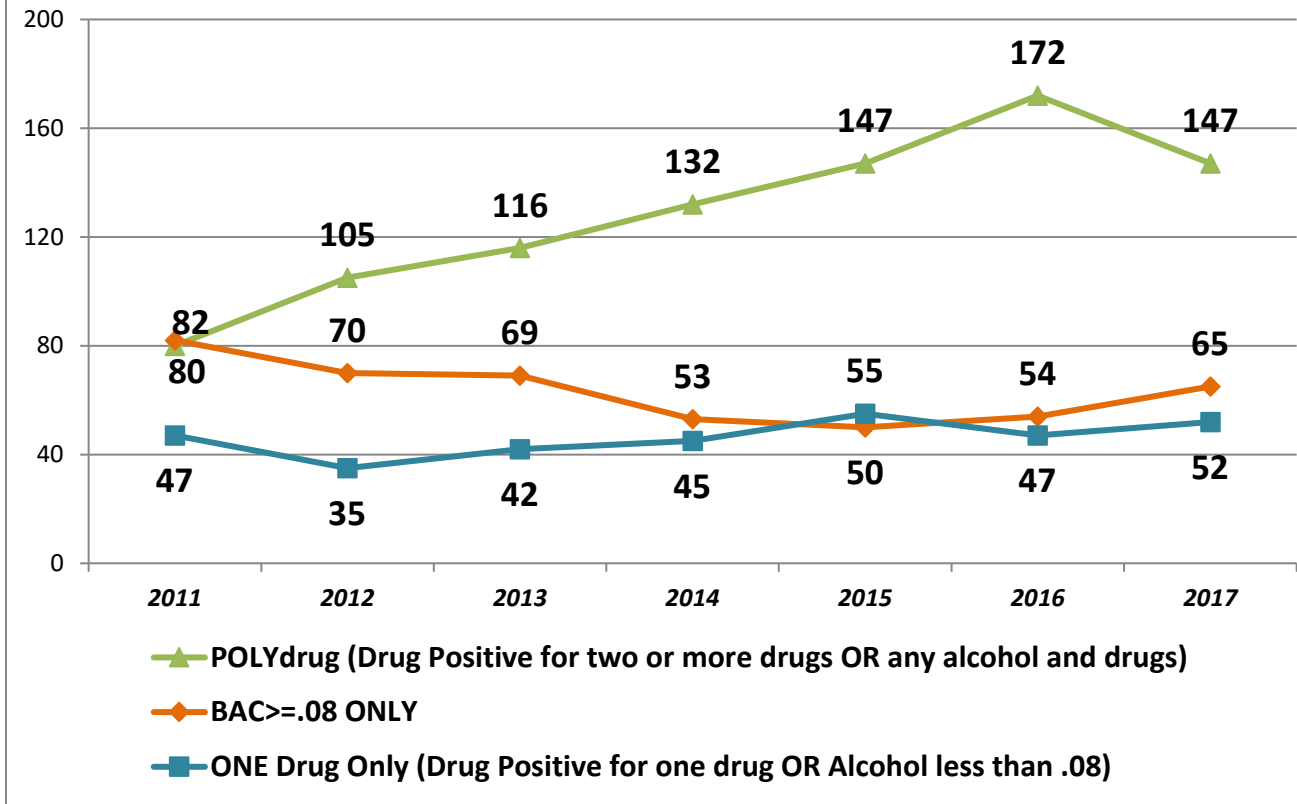
WTSC collaborated with the Lewis County Sheriff's Office who sponsored the pilot training in Chehalis, Washington.

Drugged Driving

Washington opened retail marijuana stores in 2014. Since then, the WTSC has been monitoring the impact of legalized marijuana on traffic safety. While the impacts of legalized marijuana on our roads remain unknown, the frequency of marijuana as a factor in fatal crashes increased 39 percent in 2014 over the previous five-year average. However, in 2016 and 2017 the number of fatalities involving a tetrahydrocannabinol (THC)-positive driver remained unchanged and represents just over 20 percent of traffic fatalities. The WTSC continues to monitor this trend and new information as it becomes available.

In the five-year period from 2013-2017, 2,550 people died on Washington's roads in traffic crashes. Half of these fatal crashes involved a driver under the influence of drugs and/or alcohol. Many of these drivers tested positive for a combination of multiple drugs or by drugs and alcohol, an increasingly common factor known as the "poly-drug effect." Since 2011, the number of poly-drug drivers increased an average of 15 percent every year, making the poly-drug driver the most common type of impaired driver involved in fatal crashes in Washington. The most common combination of substances is alcohol and marijuana, present in one-quarter of poly-drug drivers. In 2017, the number of poly-drug drivers returned to 2015 levels. The chart on the next page compares the number of drivers who tested positive for poly-drug use to the number of drivers who tested positive for only alcohol or only a single drug.

Number of Drivers in Fatal Crashes Under the Influence of Alcohol and/or Drugs



Law Enforcement Forensic Phlebotomy Program

Due to the increase in drivers affected by poly-drug use, there has been an increase in the need for blood draws and analysis to provide courts with the most complete picture of a driver’s intoxication. The WTSC has directly supported our state’s efforts to establish a law enforcement phlebotomy program. Law enforcement phlebotomists are able to process impaired drivers in less time. This timesaving allows officers to avoid hospital waiting rooms and back get back on the road to stop and process more driving under the influence (DUI) arrests.

In 2016, the WTSC, with guidance from the Washington Impaired Driving Advisory Council (WIDAC), provided a \$50,000 grant to assist Lakewood Police Department (PD) in a 16-month pilot project. Six Lakewood PD officers graduated and received their Medical Assistant Phlebotomist Certifications from the Washington State Department of Health (DOH) in September 2016. Lakewood PD phlebotomists have assisted other agencies during traffic safety emphasis patrols and special events.

In addition, the WTSC has committed \$100,000 of additional state WIDAC funding to the Lakewood PD and the Pierce County Sheriff’s Office to expand the program across Pierce County. The Pierce County Regional Phlebotomy Program has been providing blood draws as requested to area law enforcement agencies. To further advance the phlebotomy program, these grant dollars allowed the Tacoma PD to send five officers to the 10-week Bates Technical College Phlebotomy Course to obtain their DOH Medical Assistant Phlebotomist Certification.

Toxicology Lab Equipment Support

The WSP Toxicology Laboratory experienced a 63 percent increase in suspected impaired driving cases over the last five years. The percentage of these cases testing positive for marijuana/THC has increased from 19 percent in 2012 to 33 percent in 2016. The WTSC currently funds three federal grants to help reduce this impact to the laboratory by providing personnel, training, additional instrumentation, and data-analysis software. This assistance means that suspected impaired driving casework will be processed more efficiently and the wait time will be reduced. The WTSC also provides financial assistance to the toxicology laboratory for vital services such as court testimony and external drug testing in impaired driving cases.

Traffic Safety Resource Prosecutors

The Traffic Safety Resource Prosecutor (TSRP) program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. The state TSRPs train and educate prosecutors, law enforcement, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The state TSRP program provides experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter. Easy access to training and resources is a tremendous benefit for our state's many prosecutors.

As of Federal Fiscal Year (FFY) 2018, Washington has four statewide TSRPs hosted in various agencies around the state.

Traffic Safety Culture Change

Road user behavior remains the most common risk factor associated with traffic crashes. With recent increases in traffic fatalities, WTSC made a commitment to apply new methods to changing road user behavior by dedicating resources to explore the influence of the social environment on road user behavior using a model called Traffic Safety Culture Change. The Center for Health and Safety Culture at Montana State University's Western Transportation Institute won the competitive bid process. WTSC chose to focus this effort on driving under the influence of cannabis and alcohol (DUI-CA) since poly-drugged driver involvement in traffic deaths is rising. We also chose to examine traffic safety citizenship behavior. We surveyed 870 Washington residents between the ages of 18 and 70 years old. The results are listed in the [Key Findings Reports and Recommendations](#). The survey showed that 22 percent of Washingtonians self-reported driving within two hours of alcohol use, 15 percent reported driving within two hours of marijuana use, and 9 percent reported driving within two hours of alcohol and marijuana use. When we analyzed the survey we found the following:

- Of the people who DUI-CA, half do it rarely (once or twice a year) and a quarter do it monthly or more often.
- Males are more likely to DUI-CA than females.
- Younger people are more likely than older people to DUI-CA.
- People who do not DUI-CA believe DUI-CA is unacceptable and perceive that most others share that view; but, people who DUI-CA find it more acceptable and believe that most others feel likewise.
- All survey respondents believe that DUI-CA is more prevalent than it is.
- All survey respondents share concern for traffic safety and agree with the goal of zero traffic-related deaths.

We are currently applying this analysis to create recommendations for improving our projects and outreach about DUI-CA.

Tribal Traffic Safety Advisory Board

The WTSC hosts the Tribal Traffic Safety Advisory Board (TTSAB). The TTSAB met nearly every month during FFY 2018. They continued work on involving tribal law enforcement in the Statewide Electronic Collision and Ticket Online Records (SECTOR) system in order to increase the quality, consistency, and quantity of tribal enforcement and collision data. The TTSAB oversees three tribal traffic safety coordinator projects, one each within the Confederated Tribes of the Colville Reservation, the Muckleshoot Indian Tribe, and the Yakama Nation. Representatives of each of these tribes attended The Montana Institute to learn about positive community norms and use that strategy in their community outreach and education efforts.

Pedestrian Safety Advisory Council

The WTSC established the Pedestrian Safety Advisory Council (PSAC) in 2016. The PSAC met nearly every month during the project year learning about approaches to making the state's roadways safer for people who walk. The 109 pedestrian deaths in 2017 was a 30-year high for Washington State. The PSAC submitted its annual report to the Washington State Legislature in December 2018. The report recommended increased emphasis for funding for infrastructure that makes roadways safer for pedestrians like chicanes, curb bulb-outs, and pedestrian-level lighting. Additionally, the group is recommending changes to the state's Growth Management Act so that all modes of travel -- driving, walking, and biking -- are supported in new developments. At the request of the PSAC and the Cooper Jones Bicycle Safety Advisory Council (BSAC), the WTSC submitted request legislation to the Governor's office to combine the two councils into one council called the Active Transportation Safety Advisory Council.

Cooper Jones Bicycle Safety Advisory Council

The WTSC established the BSAC in 2017. The BSAC met nearly every month during the project year learning about approaches to making the state's roadways safer for people who bicycle. While the number of fatalities for bicyclists has been steady during the past three years, the number of serious injuries for bicycle riders, and the number of driver-bicyclist crashes overall, continues to increase. The BSAC submitted its annual report to the Washington State Legislature in December 2018. The group recommended increased emphasis for funding for infrastructure that makes roadways safer for bicyclists like a network of separated bike lanes and trails that can be used for transportation instead of using vehicles. The group also recommended that manufacturers of connected and autonomous vehicles be required to demonstrate that their vehicles are safe to operate around bicyclists and pedestrians. Additionally, the group recommended changes to the state's Growth Management Act so that all modes of travel -- driving, walking, and biking -- are supported in new developments.

Local Task Force Highlights

WTSC funds a network of 17 regional Target Zero Managers (TZMs). TZMs are actively involved in the coordination and fiscal management of many of the WTSC's grant-funded projects. They coordinate all HVE patrols including "DUI Holiday," "Click It or Ticket," "Drive Sober or Get Pulled Over," and "On The Road, Off the Phone" campaigns. In addition, TZMs take on other projects such as Target Zero Teams (TZT), speed reduction projects, and pedestrian safety zone projects.

A main focus for TZMs is to bring traffic safety stakeholders together as part of a county or regional task force. In Walla Walla County, the TZM has established a multi-disciplinary group of stakeholders who are passionate about reaching Target Zero. Representatives from law enforcement, public works, and citizen volunteers participate in task force activities.

TZMs also build partnerships with passionate youth who want to have an active role in promoting positive driving behaviors. An example of this is in Clark County, where the task force supported the outreach efforts of a young man who is the victim of an impaired driving collision and does speeches in area high schools. TZMs across the state have engaged law enforcement and high schools in youth-focused projects such as classroom presentations and educational service projects. Many TZMs collaborate with their local SafeKids coalition to serve populations in need of education and support of child passenger safety. TZMs also support DUI impact panels, traffic schools, DUI courts, and a 24/7 program, hoping to influence future decision-making of DUI offenders.

An important component of each TZM's role is to spread the word about traffic safety efforts taking place in their communities. This is done through social media and website postings, paid and earned media, and presentations at community meetings and events. TZMs are always developing creative ways to reach drivers in Washington with the important message of safe driving. An example of this is the Yakima County TZM, who coordinated the paid media efforts to advertise at the minor league baseball all-star game in the summer of 2017.

Law Enforcement Liaison Program

The local Law Enforcement Liaison (LEL) program is a network of 23 local municipal and county law enforcement officers. LELs volunteer to assist in the coordination of localized traffic safety activities. They conduct this work side-by-side with regional TZMs. Local LEL program participants commit to enhancing local traffic safety programming and offer a valuable resource at the local agency level. LELs assist local managers with HVE briefings, coordination, and enforcement performance review. LELs also assist with the overtime allocation process and with other regional task force activities such as specialized grants and projects. LEL program participants are the stars of traffic safety in their area, and keep TZMs and local task forces engaged at the highest levels.

The Statewide LEL (SW LEL) in Washington provides an even stronger foundation to the already robust local LEL program. The SW LEL is tied into local LEL activities and feeds correspondence to them directly from the state and national level. The SW LEL provides real-time training opportunities and communications to the local LEL program and serves as liaison between allied agencies and the WTSC. This year, the SW LEL worked on specialized projects such as assisting in the development of the new enforcement programs in Spokane and Grant County, review of the state DRE program, and participated in the Traffic Safety Culture Change project. The SW LEL position has proven to be an incredibly valuable asset to the WTSC. The SW LEL has strengthened various opportunities with Washington State law enforcement partners and continues to work toward building more opportunities.

Autonomous Vehicles

Autonomous Vehicles (AV) are quickly evolving and have the potential to be the next big advancement in saving lives on our roads. The automated safety features already in many cars today -- such as automated emergency braking and lane keeping -- have the ability to counteract many dangerous driving behaviors. Long-term, fully AV could eliminate human driver errors altogether, saving hundreds of lives every year on Washington roads.

Beyond bringing us closer to our goal of zero deaths on the roadways, the public expects their government to ensure the safety of AVs on our roads. Some have compared this disruptive change to the transition from horse and buggy to the automobile. A whole new framework of laws, regulations, and cultural expectations need to be developed.

To put focus on this work, the Washington Legislature has created the AV Workgroup, with an executive committee chaired by WTSC Director, Darrin Grondel, as well as five subcommittees, including the safety subcommittee. The safety subcommittee is organized by WTSC and WSP and is

discussing topics such as impacts to vulnerable road users, law enforcement interaction with AVs, public education on the correct usage of safety systems, and much more. This workgroup will continue their work through 2023.

Summary

The WTSC 2018 Annual Report documents and validates our successes and our commitment to making Washington roadways the safest in the nation. This report outlines the accomplishments in each element of Washington's integrated traffic safety system. Additionally, this report provides a summary of traffic safety investments made throughout the past year and provides a 2018 legislative update.

LEGISLATIVE UPDATE

In even numbered years, the Washington Legislature meets for a shorter session than in odd numbered years. So, the 2018 legislative session focused on just a few traffic safety topics.

New Laws

Autonomous Vehicles

SHB 2970, *Establishing an Autonomous Vehicle Work Group*, Chapter 180, Laws 2018, Effective June 7, 2018

The Washington State Transportation Commission (WSTC) must convene a work group to develop policy recommendations to address the operation of AVs in Washington. The work group must include executive branch representatives from the Governor's Office, Office of the Insurance Commissioner, WSP, Washington State Department of Transportation (WSDOT), Department of Licensing (DOL), and WTSC. Legislative branch representatives can include chairs and ranking members of the Transportation, State Government, and Technology Committees. WSTC may invite other members. The workgroup will follow developments in AV technology, explore approaches to further public safety, and prepare for the emergence and deployment of AV technology. The WSTC must provide recommendations to the Legislature annually by November 15. The authority for the work group expires December 31, 2023.

Health Care Authority

2ESHB 1388, *Behavioral Health Authority -- Transfer*, Chapter 201, Laws 2018, Effective July 1, 2018

The state Division of Behavioral Health and Recovery will move from the Department of Social and Health Services (DSHS) to the Health Care Authority (HCA) and will include all related powers, functions, and duties of the division. This changes the composition of the WTSC. It removes the secretary of DSHS from the Commission and adds the director of the HCA to the Commission.

Work Zones

HB 2087, *Concerning Worker Safety on Roadways and Roadsides*, Chapter 201, Laws 2018, Effective June 7, 2018

The traffic rules and offenses that apply to emergency zones are expanded to apply to work zones. "Emergency or work zone" is expanded to include adjacent lanes of the roadway 200 feet before and after the location of stationary or slow-moving highway construction vehicles, highway maintenance vehicles, solid waste vehicles, or utility service vehicles that display flashing lights that meet state requirements for highway and maintenance vehicle lighting equipment or that use warning lights with 360-degree visibility. The bill clarifies that drivers must yield the right-of-way to highway construction workers, highway maintenance workers, or flaggers.

Impaired Driving

SB 5987, *Concerning Pretrial Release Programs*, Chapter 276, Laws 2018, Effective June 7, 2018

This bill provides legislative authority needed to address the state Supreme Court ruling in *Blomstrom v. Tripp* where the court determined that a court of limited jurisdiction lacked the authority to impose pretrial conditions for non-felony defendants. The bill clarifies that a pretrial release can be ordered in superior, district, or municipal courts and that conditions of release may be imposed in any felony, gross misdemeanor, or misdemeanor case. Courts can impose conditions of pretrial release for the purpose of protecting the public from harm.

Bills that Did Not Pass

One notable success for traffic safety is a bill that did not pass -- HB 6066 would have allowed tow truck drivers to be exempted from the state's new prohibition on the use of personal electronics while driving. The following are the bills that did not pass this session:

Child Passenger Safety

HB1188, *Concerning the Use of Child Passenger Restraint Systems*

This bill would have brought Washington's child passenger restraint law in line with the recommendations by the American Academy of Pediatricians which were developed after an extensive study of child traffic deaths. It would have required a child under age 2 to use a rear-facing child car seat; a child under the age of 4 to use a forward-facing system with a harness; and a child 10 years of age or under 4 feet 9 inches tall to use a booster seat. The bill would have required WTSC to produce and distribute informational and educational materials that explain the proper use of child restraint systems.

Vulnerable Roadway Users.

HB 2900, *Concerning Violations of Traffic Laws That Place Vulnerable Roadway Users at Increased Risk of Injury and Death*

This bill would have assessed additional fines of \$48 on persons who commit a traffic infraction against a vulnerable roadway user. These funds could only be used by WTSC to (1) support programs dedicated to increasing awareness by law enforcement officers, prosecutors, and judges of opportunities for the enforcement of traffic offenses committed against vulnerable roadway users; and (2) support programs dedicated to increasing awareness by the driving public on this topic.

Driving While License Suspended in the 3rd Degree (DWLS3)

2SSB6189, *Changing Driving a Motor Vehicle with a Suspended or Revoked Driver's License Provisions*

This bill would have eliminated the current practice of suspending a person's driver's license for "failure to respond or appear" in connection with a traffic infraction. Instead, the bill would have created Driving While License Suspended or Revoked 4 (DWLS4). This infraction would apply to people who had a suspended license and had resolved the underlying reason for the suspension, but had not yet reinstated their license. On the fifth DWLS4 infraction, the charge would be elevated to a DWLS3. The bill also would have directed the DOL to create a work group to develop low-cost, efficient options to administratively lift the driver's license suspension when the license has been suspended for failure to appear or respond to a moving violation infraction.

Distracted Driving

SSB 6066, *Exempting Tow Truck Operators Using the Telephone Call Functionality of a Wireless Communications Device from Traffic Infractions*

This bill would have allowed tow truck operators to use their personal electronic devices for the purposes of making a phone call when they do so in response to disabled vehicles, exempting them from the state distracted driving laws for this purpose. An amendment was proposed that removed the tow truck driver exemption but would have required WTSC to study the issue and report findings to the Legislature by December 1, 2018.

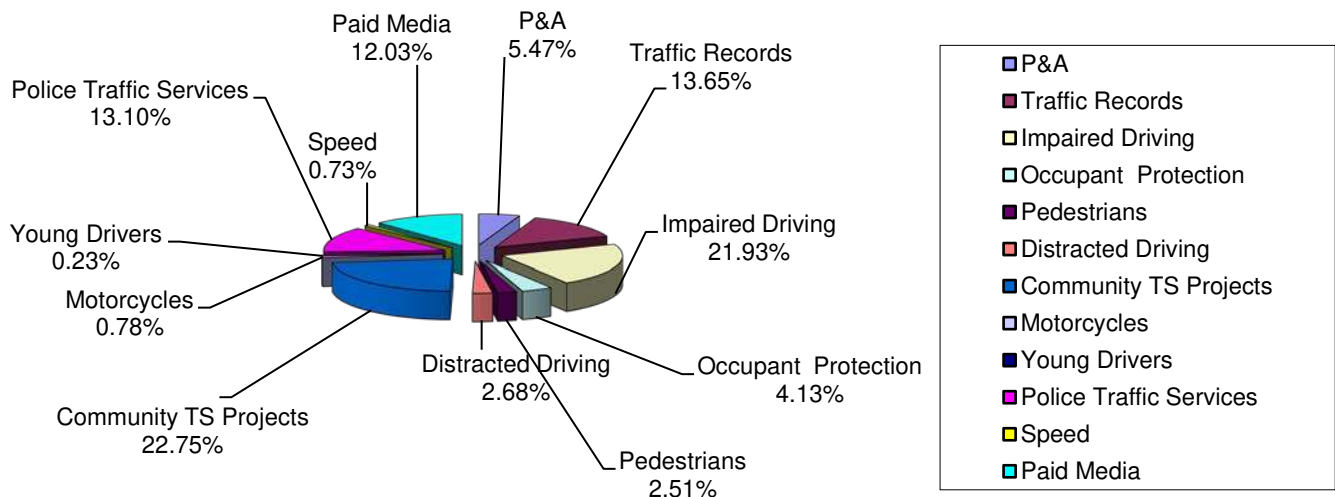
Driver Education

HB 2266, Clarifying the Nature of the Driver Training Education Curriculum Developed and Maintained by the Department of Licensing and the Office of the Superintendent of Public Instruction

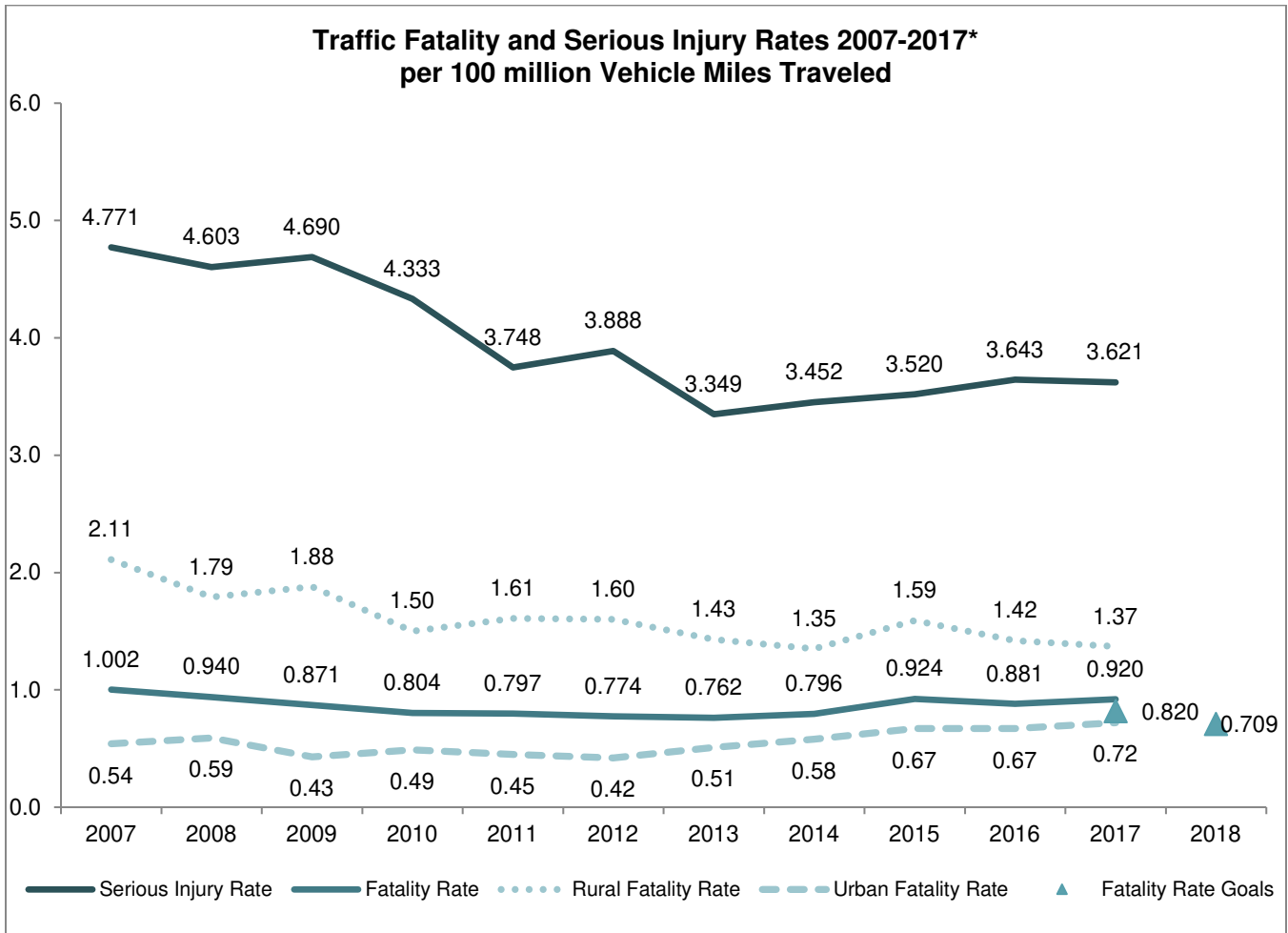
This bill would define that the core curriculum is developed and maintained by the DOL and the Office of Superintendent of Public Instruction. It would require supplemental and core curriculum taught by private driver training school be displayed. It would incorporate private schools into the definition of traffic safety education.

FISCAL OVERVIEW OF OBLIGATIONS AND EXPENDITURES

| | 402 | 405b | 405c | 405d | 405e | 405f | 405g | Total | % of Total |
|-------------------------|--------------------|--------------------|------------------|--------------------|-----------------|-----------------|------------------|---------------------|----------------|
| P&A | \$568,185 | | | | | | | \$568,185 | 5.47% |
| Traffic Records | \$589,335 | | \$829,162 | | | | | \$1,418,497 | 13.65% |
| Impaired | \$306,829 | | | \$1,971,688 | | | | \$2,278,517 | 21.93% |
| Occupant | \$65,424 | \$363,440 | | | | | | \$428,864 | 4.13% |
| Pedestrians | \$49,466 | | | | | | \$211,634 | \$261,100 | 2.51% |
| Distracted | \$194,858 | | | | \$83,886 | | | \$278,744 | 2.68% |
| Community TS | \$1,500,691 | | | \$862,907 | | | | \$2,363,598 | 22.75% |
| Motorcycles | \$27,992 | | | | | \$53,255 | | \$81,247 | 0.78% |
| Young Drivers | \$23,424 | | | | | | | \$23,424 | 0.23% |
| Police Traffic Services | \$839,004 | \$521,681 | | | | | | \$1,360,685 | 13.10% |
| Speed | \$75,386 | | | | | | | \$75,386 | 0.73% |
| Paid Media | \$641,409 | \$131,500 | | \$477,136 | | | | \$1,250,045 | 12.03% |
| TOTAL | \$4,882,003 | \$1,016,621 | \$829,162 | \$3,311,731 | \$83,886 | \$53,255 | \$211,634 | \$10,388,292 | 100.00% |



ASSESSMENT OF STATE PROGRESS



SOURCE: WA FARS, WSDOT

PERFORMANCE MEASURES AND TARGETS

The Washington (WA) FARS unit is managed by the WTSC. The WA-FARS unit provides information on fatal crashes and traffic fatalities for the state in addition to providing the same information for the NHTSA FARS national database. Ultimately, WA-FARS final data (exactly one year following a calendar year) matches the final National Highway Traffic Safety Administration (NHTSA) FARS, released approximately 18-20 months following a calendar year. The ability of the WA-FARS unit to track information in real-time results in differences between the preliminary WA-FARS fatality counts and the NHTSA FARS Annual Report File (ARF) fatality counts. The WA-FARS preliminary counts are much more complete and closer to the final number than the FARS-ARF counts. Therefore, for performance reporting (comparing targets to baselines), the 2017 WA-FARS is compared to the 2017 target to derive a percent difference. Both preliminary counts for 2017 (FARS-ARF and WA-FARS) are shown below.

| Outcome Measure | 2012 (FARS) | 2013 (FARS) | 2014 (FARS) | 2015 (FARS) | 2016 (FARS) | 2017 (FARS- ARF) | 2017 (WA- FARS) | 2017 Target | 2018 Target |
|---|----------------|----------------|----------------|----------------|----------------|------------------------|-----------------------|----------------|----------------|
| C-1) Traffic Fatalities (FARS) | 438 | 436 | 462 | 551 | 536 | 565 | 565 | ^ | ^ |
| <i>5YR Rolling Average</i> | 473.0 | 456.0 | 450.0 | 468.2 | 484.6 | 510.0 | 510.0 | 401.0 | 415.5 |
| C-2) Serious Traffic Injuries (State) | 2,199 | 1,917 | 2,005 | 2,100 | 2,209 | n/a | 2,221 | ^ | ^ |
| <i>5YR Rolling Average</i> | 2,402.0 | 2,275.0 | 2,146.8 | 2,071.2 | 2,086.0 | n/a | 2,090.4 | 1,812.0 | 1,788.0 |
| C-3) Fatality Rate (FARS/FHWA) | 0.774 | 0.762 | 0.796 | 0.924 | 0.882 | 0.920 | 0.920 | ^ | ^ |
| <i>5YR Rolling Average</i> | 0.837 | 0.802 | 0.787 | 0.811 | 0.828 | 0.857 | 0.857 | 0.820 | 0.709 |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS) | 99 | 89 | 107 | 112 | 110 | 104 | 91 | ^ | ^ |
| <i>5YR Rolling Average</i> | 114.2 | 106.4 | 99.2 | 101.2 | 103.4 | 104.4 | 101.8 | 68 | 79.9 |
| C-5) Alcohol-Impaired Driver Involved Fatalities (FARS – Imputed) | 143 | 151 | 132 | 145 | 160 | 178 | n/a | ^ | ^ |
| <i>5YR Rolling Average</i> | 171.8 | 165.4 | 150.4 | 145.6 | 146.2 | 153.2 | n/a | ^ | 114.2 |
| APM-1) Alcohol-Impaired Driver Involved Fatalities (WA-FARS) | 127 | 127 | 112 | 110 | 131 | n/a | 135 | ^ | ^ |
| <i>5YR Rolling Average</i> | 153.8 | 146.0 | 130.6 | 122.2 | 121.4 | n/a | 123.0 | 100.0 | 95.9 |
| APM-2) Drug Positive Driver Involved Fatalities (WA-FARS) | 146 | 155 | 179 | 201 | 222 | n/a | 200 | ^ | ^ |
| <i>5YR Rolling Average</i> | 150.0 | 148.8 | 153.8 | 161.4 | 180.6 | n/a | 191.4 | ^ | 169.6 |

| Outcome Measure | 2012 (FARS) | 2013 (FARS) | 2014 (FARS) | 2015 (FARS) | 2016 (FARS) | 2017 (FARS-ARF) | 2017 (WA-FARS) | 2017 Target | 2018 Target |
|--|--------------|--------------------|-----------------|--------------|--------------|-----------------|----------------|-------------------------|--------------|
| APM-3) Fatalities Involving a Drug Positive and/or Alcohol-Impaired Driver (WA-FARS) | 216 | 229 | 230 | 258 | 277 | n/a | 266 | ^ | ^ |
| <i>5YR Rolling Average</i> | 240.4 | 234.2 | 226.8 | 229.6 | 242.0 | <i>n/a</i> | 252.0 | 199.0 | 214.9 |
| C-6) Speeding Related Fatalities (FARS) | 162 | 184 | 162 | 157 | 154 | 172 | 172 | ^ | ^ |
| <i>5YR Rolling Average</i> | 186.6 | 180.2 | 170.6 | 166.8 | 163.8 | 165.8 | 165.8 | 139.0 | 140.5 |
| C-7) Motorcyclist Fatalities (FARS) | 83 | 73 | 69 | 75 | 81 | 80 | 80 | ^ | ^ |
| <i>5YR Rolling Average</i> | 75.2 | 73.6 | 73.4 | 74.4 | 76.2 | 75.6 | 75.6 | 73.0 | 76.2 |
| C-8) Unhelmeted Motorcyclist Fatalities | 4 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 |
| C-9) Drivers ages 20 or Younger Involved in Fatal Crashes (FARS)= | 40 | 70 | 58 | 71 | 66 | 67 | 67 | ^ | ^ |
| <i>5YR Rolling Average</i> | 65.8 | 65.2 | 59.0 | 60.0 | 61.0 | 66.4 | 66.4 | 39.0[@] | 44.7 |
| C-10) Pedestrian [#] Fatalities (FARS) | 71 | 49 | 76 [*] | 84 | 83 | 103 | 103 | ^ | ^ |
| <i>5YR Rolling Average</i> | 63.6 | 60.8 | 64.2 | 68.8 | 72.6 | 79.0 | 79.0 | 69.0 | 72.8 |
| C-11) Bicyclist Fatalities (FARS) | 12 | 11 | 6 [*] | 14 | 17 | 14 | 14 | ^ | ^ |
| <i>5YR Rolling Average</i> | 9.4 | 9.8 | 9.2 | 10.8 | 12.0 | 12.4 | 12.4 | 10.0 | 11.9 |
| APM-4) Distracted/Inattentive Driver Involved Fatalities (WA-FARS) | 121 | 120 | 130 | 171 | 155 | n/a | 155 | ^ | ^ |
| <i>5YR Rolling Average</i> | 135.0 | 133.4 | 127.2 | 134.6 | 139.4 | <i>n/a</i> | 146.2 | 115.0 | 125.7 |
| B-1) Observed Seat Belt Use of Front Seat Occupants in Passenger Vehicles | 96.9% | 94.5% ⁺ | 94.6% | 94.6% | 94.7% | n/a | 94.8% | ≥95% | ≥95% |

^ No target set.

* A FARS coding error was discovered in 2014 (a bicyclist was actually a pedestrian). These numbers have been corrected for all WA State data publications. NHTSA FARS notified but no change was made. The correct number is reported here.

+ New seat belt observation methodology; new trend line.

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

= Includes "drivers" under the age of 16 such as might appear in ATV crashes. Washington defines this measure as ages 16-20 however, all "drivers" under the age of 21 are included here per NHTSA definitions.

@ 2017 target set based on drivers ages 16-20 (versus ALL drivers under age 21, included those under age 15)

EVIDENCE-BASED ENFORCEMENT PLAN

Washington’s SHSP establishes HVE as one of its hallmark strategies. Executing effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach.

The WTSC evidence-based enforcement plan outlines 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 produces the Highway Safety Plan (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 HVE program designed to address the areas and locations at highest risk and with the greatest potential for improvement. In FFY 2018, WTSC used the following to implement our evidence-based enforcement plan:

- National Holiday DUI HVE campaign
- National “Click it or Ticket” HVE campaign
- Statewide “On the Road, Off the Phone” campaign
- National Summer DUI HVE campaign
- TZT DUI enforcement in the five counties with the highest number of DUI fatalities: King, Pierce, Snohomish, Yakima, and Spokane
- Enforcement efforts led by the regional TZMs and LELs chosen based on local data and need

Detailed results of each of these strategies, including citation data, is in 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 2018 PERFORMANCE ACTIVITY MEASURES

| Activity Measure | Grant-Funded Mobilizations & Local Flex | Target Zero Teams | Total |
|--|---|-------------------|--------|
| Number of seat belt citations issued during grant-funded enforcement activities | 1,719 | 9 | 1,728 |
| Number of impaired driving arrests made during grant-funded enforcement activities | 695 | 322 | 1,017 |
| Number of speeding citations issued during grant-funded enforcement activities | 9,886 | 488 | 10,374 |

FFY 2018 PAID MEDIA CAMPAIGNS

| Campaign | Fund | Budget | Results |
|--|------|-----------|---|
| Target Zero Oct. 1, 2017 to Sept. 30, 2018 Sustained Enforcement | 405d | \$345,000 | Radio, TV, Digital, Partnerships 4,561 spots + More than 26 million impressions |
| Locally Led (Flex) Oct. 1, 2017 to Sept. 30, 2018 Sustained Enforcement | 405b | \$150,000 | Radio, TV, Digital 1,312 spots 8.8 million impressions |
| Teen Driver Safety Week Oct. 22-26, 2017 Education | 402 | \$10,000 | Facebook Video Ad Campaign 884,477 impressions |
| Holiday DUI Dec. 11, 2017 to Dec. 31, 2018 National Mobilization | 405d | \$264,529 | TV, Radio, Digital 7,077 spots More than 14 million impressions |
| Distracted Driving Mar. 26 to Apr. 15, 2018 National Mobilization | 405b | \$264,529 | Radio, TV, Digital 5,156 spots 11.6 million impressions |
| Click it or Ticket May 15 to June 4, 2018 National Mobilization | 405b | \$262,053 | Radio, Digital, Out-of-Home 5,815 spots More than 18 million impressions |
| Motorcycles July 6-22, 2018 Education and Enforcement | 405b | \$72,000 | Radio, Billboards, 936 spots 163,999 impressions |
| August DUI Aug. 13 to Sept. 2, 2018 National Mobilization | 405d | \$300,000 | Radio, TV, Hispanic TV, Digital 6,027 spots 12.4 million impressions |
| WSDOT Thurston County Campaign Aug. 15 to Sept. 15, 2018 Countywide | 402 | \$12,000 | Digital 619,955 impressions |
| WSP HiVE Campaign June, July, Sept. 2018 Sustained Enforcement | 402 | \$38,010 | Radio, Digital 215 spots More than 3 million impressions |
| Clark County Pedestrian Campaign Feb. 26 to Sept. 30, 2018 Countywide | 402 | \$25,000 | Digital, Billboards 4.8 million impressions |
| Spokane Pedestrian Campaign Nov. 20, 2017 to Sept. 30, 2018 Countywide | 405d | \$30,000 | Radio, Digital, Billboard 1,162 spots More than 3 million impressions |

SURVEY OF ATTITUDES, AWARENESS, AND BEHAVIOR

From 2010-2012, WTSC collected intercept survey information from patrons at various DOL locations. In order to maximize resources and increase sample size for more accurate estimates, the data collection effort was transferred to Washington’s Behavioral Risk Factor Surveillance Survey (BRFSS) beginning in 2014. Due to this transition from an intercept methodology to inclusion on the BRFSS, this data was not collected in calendar year 2013 nor are the 2014 results comparable to 2010-2012 results.

From 2014-2017 the BRFSS captured cell phone use while driving (Figure 1) and driving within three hours of marijuana use (Figure 2). The cell phone use while driving question is now rotating every other year, putting it back on the survey in 2019. However, due to pressure from partners and stakeholders, it is likely the marijuana question will be fielded every year and has been approved for the 2019 survey. The results from 2014-2017 cell phone use while driving and driving within three hours of marijuana use are presented here.

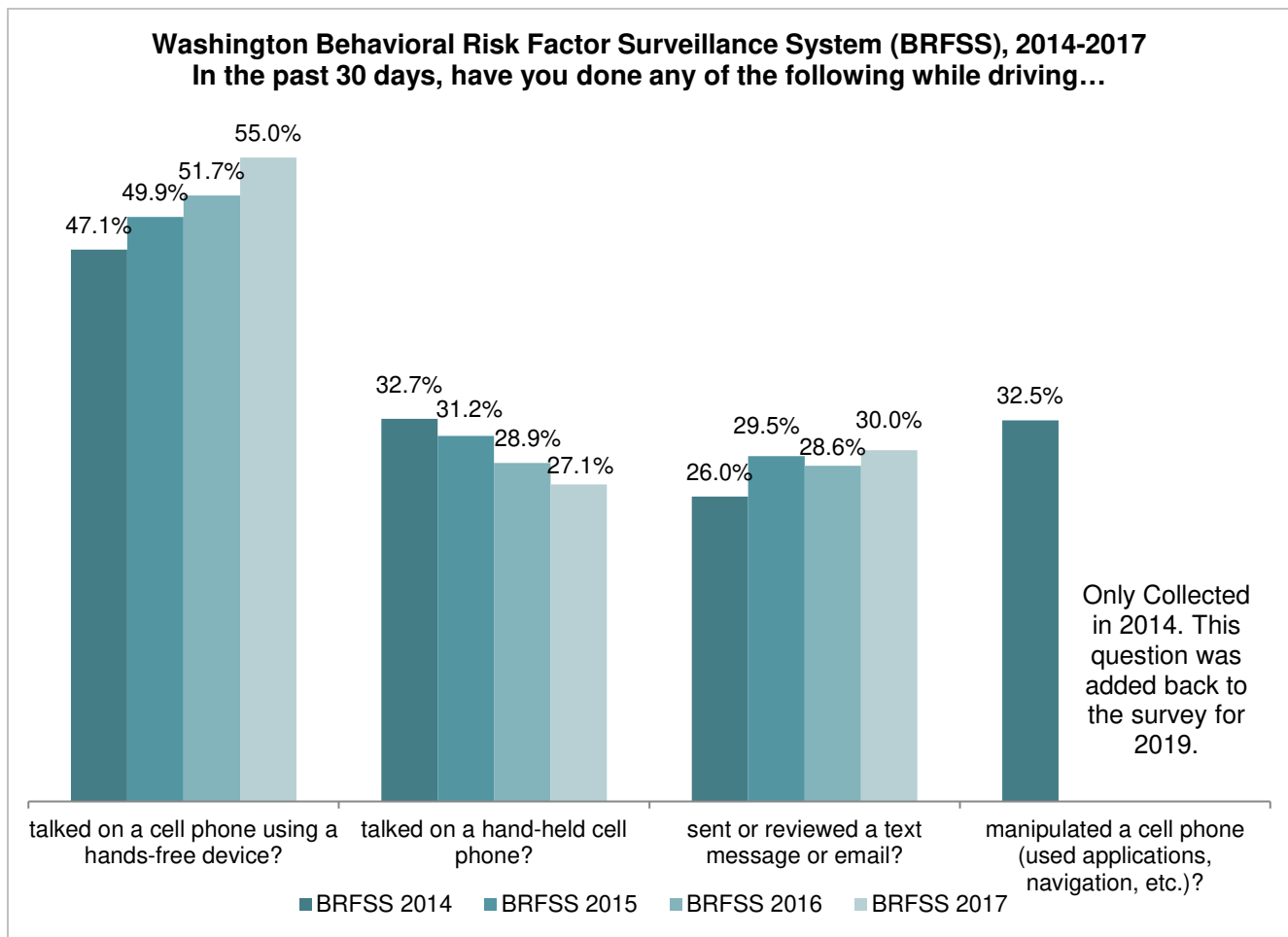


Figure 1

**Percent of Washington Adults Who Report Using Marijuana (MJ) in the Past 30 Days, and Percent of Those Adults Who Report Driving After MJ Use in the Past 12 Months
Washington Behavioral Risk Factor Surveillance System (BRFSS), 2014-2017**

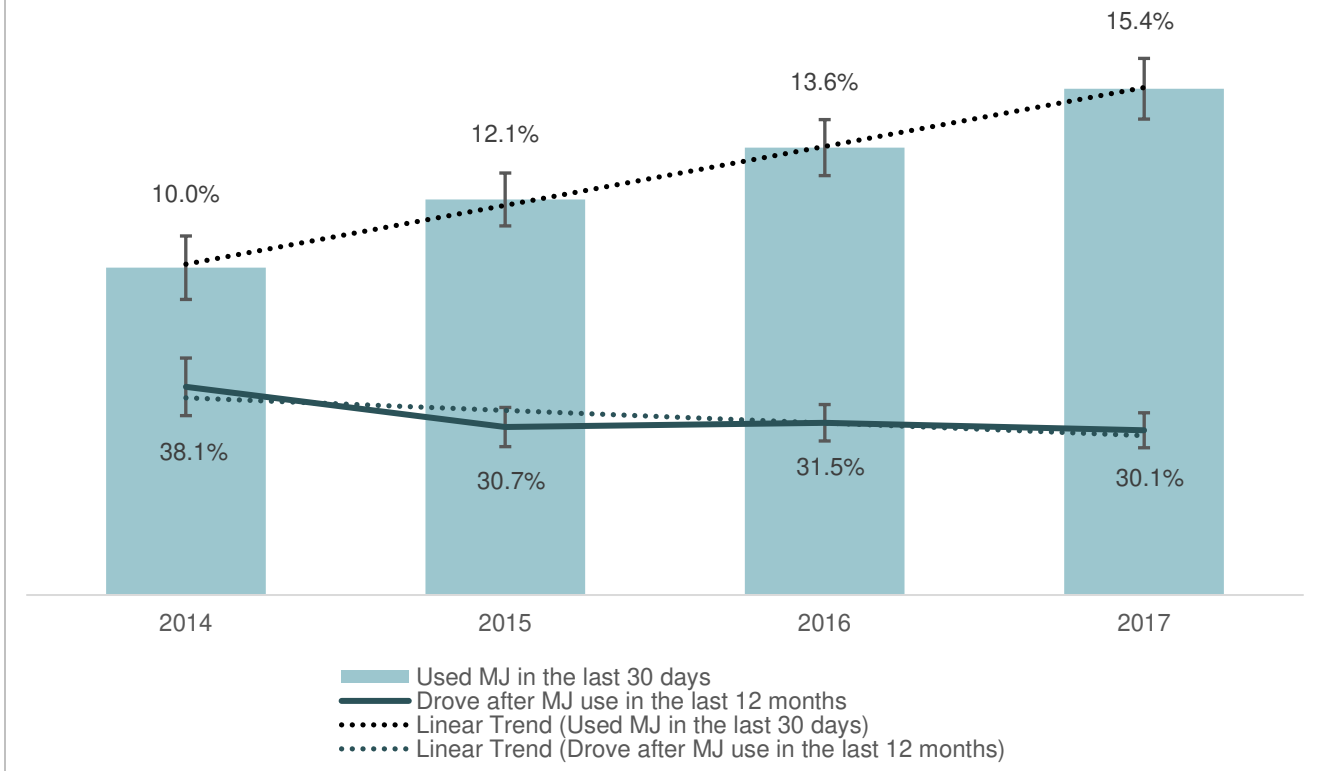


Figure 2

Data Source: 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 U58/DP006066-01 (2015).

PROGRAM UPDATES

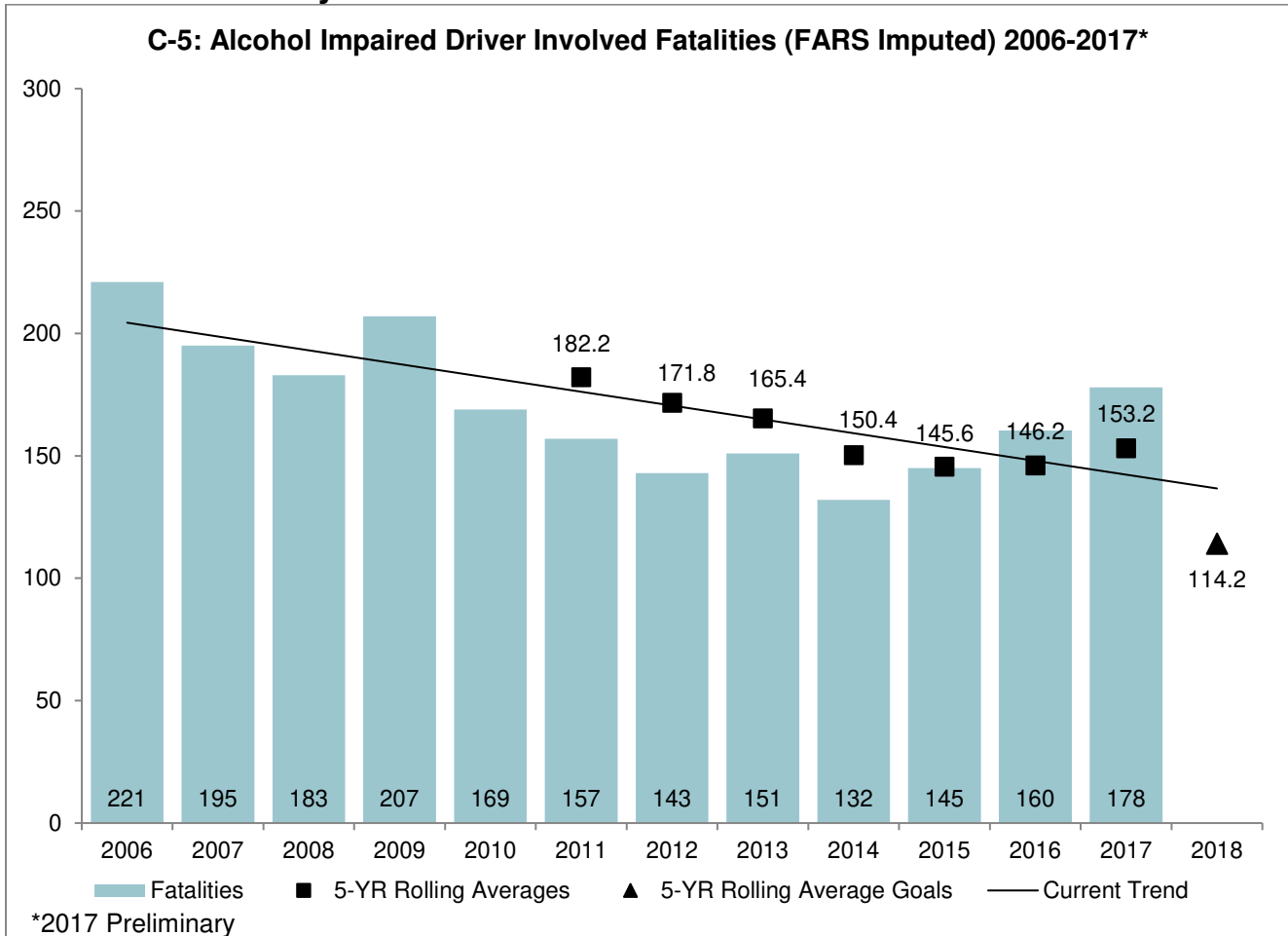
IMPAIRED DRIVING

Problem Statement

From 2015-2017 alcohol-impaired and/or drug-positive drivers were a factor in 48 percent of traffic fatalities. Alcohol-impaired/drug-positive, driver involved fatalities increased 18.7 percent in 2015-2017 (801) compared with 2012-2014 (675). From 2015-2017, 37.7 percent of fatalities involved a drug-positive driver and 22.8 percent involved an alcohol-impaired driver. Drug-positive driver-involved fatalities first became more frequent than alcohol-impaired driver-involved fatalities in 2010. That gap grew an average of 15 percent every year until 2016 and finally leveled in 2017. Compared to 2012-2014, alcohol-impaired driver-involved fatalities increased by 2.7 percent, while drug-positive driver-involved fatalities increased 29.8 percent. Many drivers were impaired by both drugs and alcohol and poly-drugged drivers are now the most prevalent type of impaired driver involved in fatal crashes.

SOURCE: WA FARS

Performance Analysis



SOURCE: WA FARS

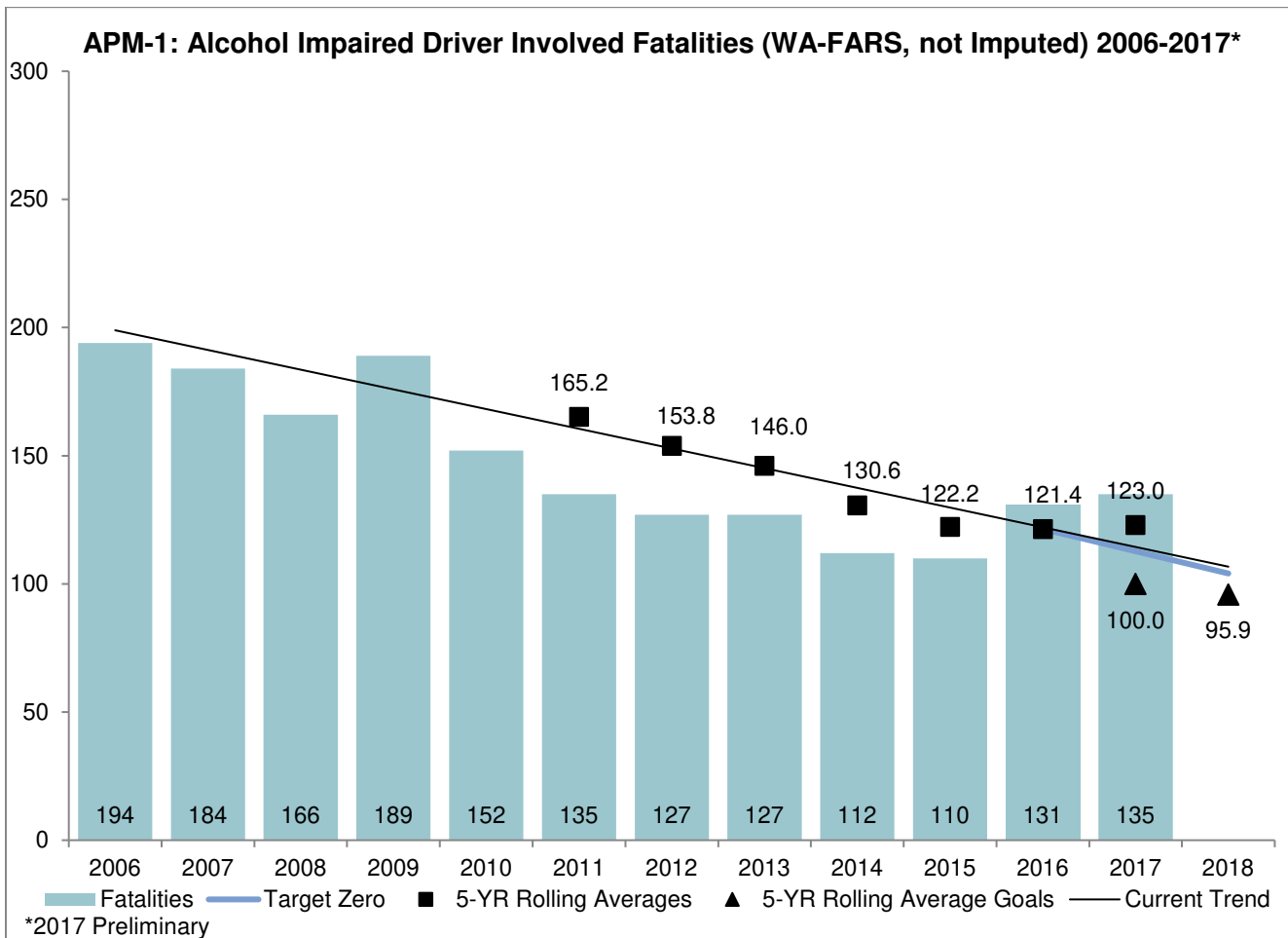
¹Performance Target C-5

Decrease fatalities involving a driver with a Blood Alcohol Content (BAC)>.08 (Imputed) by 21.9 percent from the FARS-ARF 2011-2015 baseline rolling average of 146.2 to 114.2 by December 31, 2018.

Preliminary Performance Report C-5

Preliminary 2013-2017 FARS-ARF rolling average shows there were an average of 153.2 fatalities involving a driver with a BAC>.08 (Imputed). There was no 2017 target set for this measure.

¹ Performance Target baseline rolling averages are based on numbers submitted in the Highway Safety Plan and do not reflect final numbers. The same applies to additional performance target baseline rolling averages listed in the sections below.



SOURCE: WA FARS

Performance Target APM-1

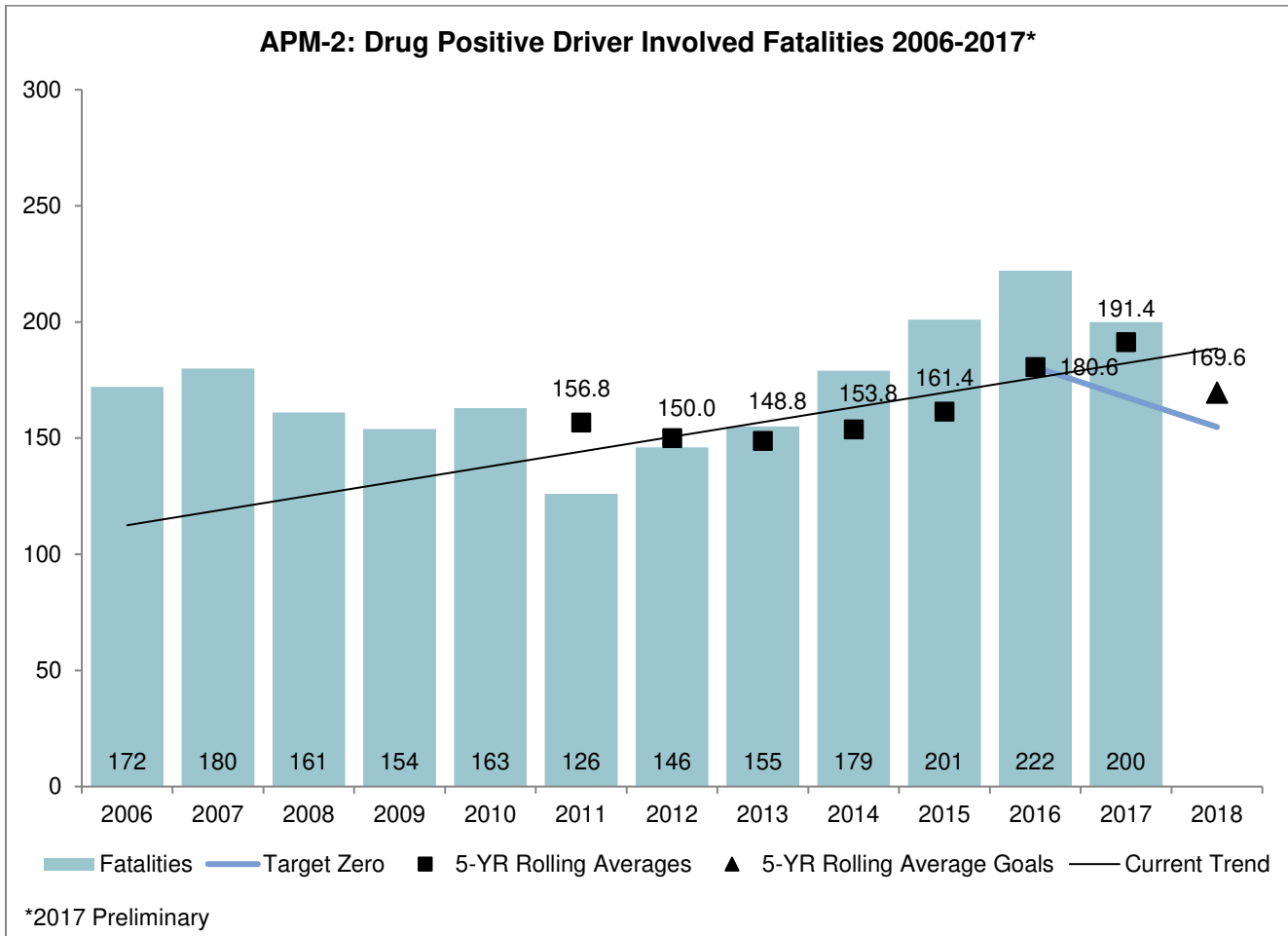
Decrease fatalities involving a driver with a BAC>.08 (actual) by 21 percent from the WA-FARS 2012-2016 baseline rolling average of 121.4 to 95.9 by December 31, 2018.

Preliminary Performance Report APM-1

Preliminary 2013-2017 rolling average shows there were an average of 123 fatalities involving a driver with a BAC>.08, missing the HSP 2017 target of 100 by 23 percent.

Adjustments to Highway Safety Plan for Not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.



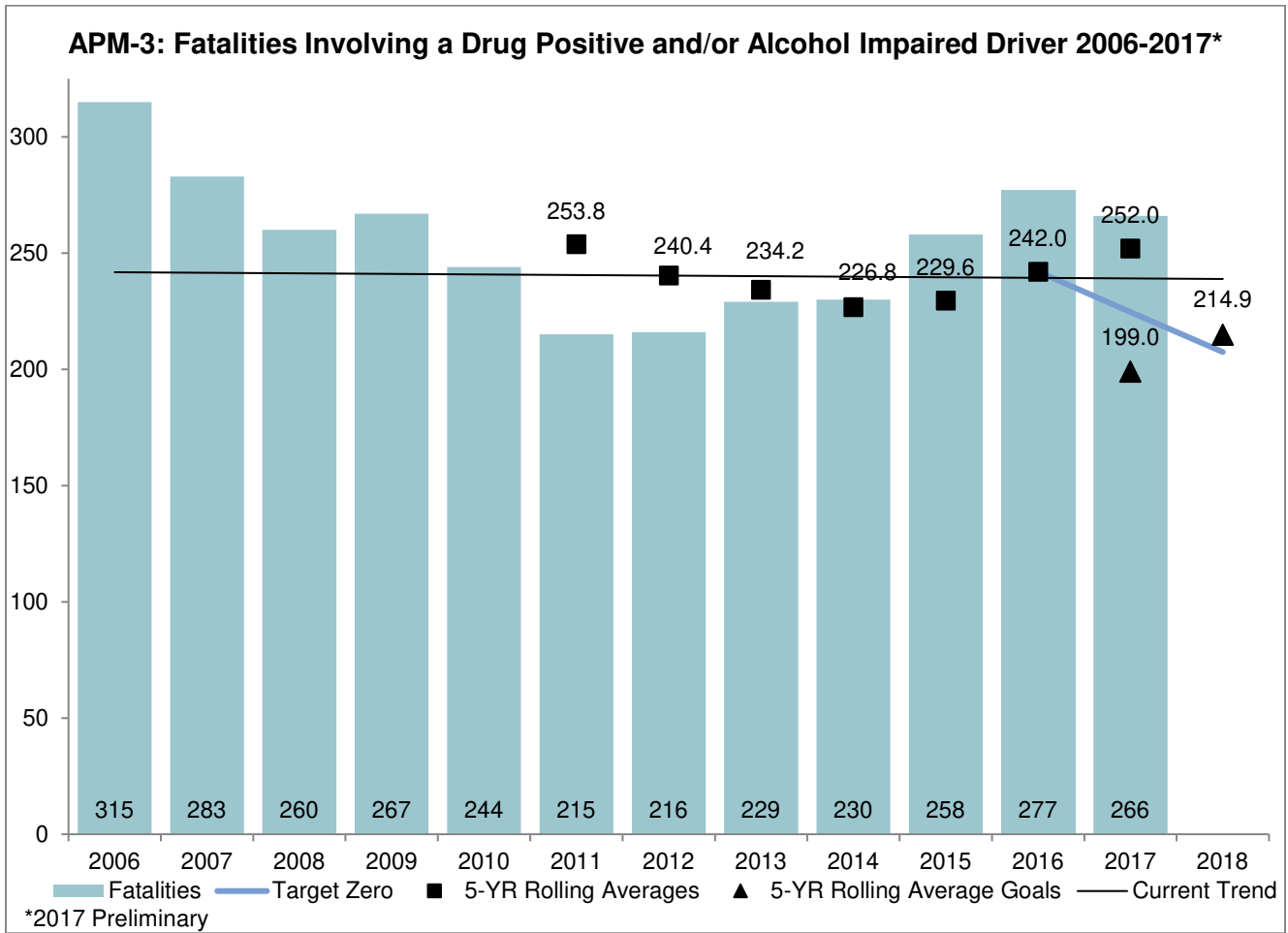
SOURCE: WA FARS

Performance Target APM-2

Decrease fatalities involving a drug-positive driver by 5.6 percent from the WA-FARS 2012-2016 baseline rolling average of 179.6 to 169.6 by December 31, 2018.

Preliminary Performance Report APM-2

Preliminary 2013-2017 rolling average shows there were an average of 191.4 fatalities involving a drug-positive driver. There was no 2017 target set for this measure.



SOURCE: WA FARS

Performance Target APM-3

Decrease fatalities involving a driver with a BAC>.08 (actual) or drug-positive driver by 11.1 percent from the WA-FARS 2012-2016 baseline rolling average of 241.6 to 214.9 by December 31, 2018.

Preliminary Performance Report APM-3

Preliminary 2013-2017 rolling average shows there were an average of 252 fatalities involving a drug-positive or alcohol impaired driver, missing the HSP 2017 target of 199 by 26.6 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Impaired Driving Projects

The following projects took place in FFY 2018. These projects were chosen as a result of their anticipated impact on the performance targets listed above. Each project aligns with one or more strategies listed in Washington's SHSP.

| Project Title | Federal Project # | Program Manager | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------|--------------------|--------|---------|--------|-------|----------|--------|-----|--------|--------------------|---|---|----|-------------|----|-----|-----|-----------------|----|-----|----|-------------------------------|---|-----|---|
| Local TZT - East | M6X18-01 | Nadine Selene-Hait | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: TZTs in Yakima and Spokane Counties focused on high-visibility, multijurisdictional enforcement patrols backed by media outreach designed to let the public know about extra enforcement, increasing their perception of being caught if they chose to drive impaired. The patrols followed a strict schedule and reinforced publicity efforts. Media efforts provided educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, and public service announcements. This project utilized the Home Safe Bar Program, which includes education and compliance visits by local law enforcement officers and Liquor and Cannabis Board (LCB) officers deployed on the evenings of enforcement patrols. The project promoted ride-alongs by local media and generated public service announcements by local law enforcement officers. The task force was comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th></th> <th>Spokane</th> <th>Yakima</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>OT Hours</td> <td>162.17</td> <td>491</td> <td>653.17</td> </tr> <tr> <td>Number of Agencies</td> <td>3</td> <td>8</td> <td>11</td> </tr> <tr> <td>DUI Arrests</td> <td>22</td> <td>115</td> <td>137</td> </tr> <tr> <td>Speed Citations</td> <td>19</td> <td>N/A</td> <td>19</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>1</td> <td>N/A</td> <td>1</td> </tr> </tbody> </table> | | | | Spokane | Yakima | Total | OT Hours | 162.17 | 491 | 653.17 | Number of Agencies | 3 | 8 | 11 | DUI Arrests | 22 | 115 | 137 | Speed Citations | 19 | N/A | 19 | Occupant Protection Citations | 1 | N/A | 1 |
| | Spokane | Yakima | Total | | | | | | | | | | | | | | | | | | | | | | | |
| OT Hours | 162.17 | 491 | 653.17 | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Agencies | 3 | 8 | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| DUI Arrests | 22 | 115 | 137 | | | | | | | | | | | | | | | | | | | | | | | |
| Speed Citations | 19 | N/A | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 1 | N/A | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source | Amount Approved | Amount Expended | | | | | | | | | | | | | | | | | | | | | | | | |
| 405d | \$100,000 | \$63,453 | | | | | | | | | | | | | | | | | | | | | | | | |

| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| Vancouver-Clark Impaired Driving Grant | AL18-02 | Edica Esqueda |
| <p>Subrecipient Agency: Vancouver PD</p> <p>Description: The purpose of this grant was to coordinate a regional multi-agency evidence-based initiative to reduce impaired driving related serious injury and fatal crashes in Clark County.</p> <p>Results: The Vancouver PD organized and implemented 23 emphasis events with more than 1,800 contacts resulting in 72 DUI arrests. Thirty-four Neighbors On Watch Volunteers were trained to participate in HVE events. The volunteers were utilized on two of the biggest emphasis events, St. Patrick's Day and Cinco de Mayo. The Home Safe Bar Program was implemented, with Vancouver PD teaming up with the LCB on six of the 23 emphasis dates. Media outreach for the project totaled 3.35 million impressions.</p> | | |

Statistics

| | |
|-----------------------|-------|
| Enforcement Overtime | 695 |
| Contacts | 1,807 |
| DUI Arrests | 72 |
| Verbal Warnings | 811 |
| Citations/Infractions | 403 |

Fund Source

402

Amount Approved

\$149,420

Amount Expended

\$139,694

Project Title

DUI Statewide HVE Local
Law Enforcement

Federal Project #

M6X18-02

Program Manager

Jerry Noviello

Subrecipient Agency: WTSC Internal Project

Description: The Impaired Driving HVE project funded overtime for local law enforcement agencies to participate in two statewide mobilizations with the goal of reducing impaired driving fatalities and serious injuries. These mobilizations took place in December 2017 and August 2018. This grant worked in conjunction with the WSP Traffic Safety Block Grant, M1*PT18-01. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funded in this project in an effort to warn the public in advance about these extra patrols.

Results:

| | | | |
|------------------|-------|--------------------------------|-----|
| OT Hours | 2,987 | Reckless Driving | 3 |
| Total Contacts | 7,467 | Negligent Driving | 19 |
| Total Citations | 2,376 | Intermediate Driver License | 8 |
| DUI | 228 | DWLS/Revoked License | 247 |
| Speeding | 775 | No Valid Operator's License | 113 |
| Cell Phone Use | 39 | Ignition Interlock | 24 |
| Texting | 20 | Other Arrests (Warrants, etc.) | 247 |
| Seat Belt | 43 | Equipment Violations | 203 |
| Child Car Seat | 12 | Other Moving Violations | 235 |
| Seat Belt Misuse | 6 | Non-Moving Violations | 190 |
| No Insurance | 444 | Stolen Vehicles Recovered | 2 |

Fund Source

405d

Amount Approved

\$300,000

Amount Expended

\$204,159

Project Title
Local TZT - West

Federal Project #
M6X18-03

Program Manager
Nadine Selene-Hait

Subrecipient Agency: WTSC Internal Project

Description: TZTs in King, Pierce, and Snohomish Counties focused on high-visibility, multijurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should choose to drive impaired. The patrols followed a strict schedule and reinforced publicity efforts. Media efforts provided educational information in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, and public service announcements. This project utilized the Home Safe Bar Program which includes education and compliance visits by local law enforcement officers and LCB officers on the evenings of enforcement patrols. The project promoted ride-alongs by local media and generated public service announcements by local law enforcement. The task force was comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.

| Results: | King | Snohomish | Pierce | Total |
|-------------------------------|--------|-----------|--------|---------|
| OT Hours | 504.76 | 467.75 | 604 | 1576.51 |
| Number of Agencies | 17 | 13 | 9 | 39 |
| DUI Arrests | 47 | 41 | 78 | 166 |
| Speed Citations | 130 | 69 | 194 | 393 |
| Occupant Protection Citations | 9 | 1 | 1 | 11 |

Fund Source
405d

Amount Approved
\$200,000

Amount Expended
\$157,242

Project Title
Seattle PD Impaired Driving
Training

Federal Project #
M6X18-04

Program Manager
Nadine Selene-Hait

Subrecipient Agency: Seattle PD

Description: Seattle PD is the largest law enforcement agency in Washington, with more than 1,200 commissioned officers. This grant provided the Seattle PD with impaired driving enforcement trainings including Advanced Roadside Impaired Driving Enforcement (ARIDE), Standard Field Sobriety Testing (SFST) and refreshers, DUI refreshers, and Drug Recognition Expert (DRE) field certifications. By increasing the number of Seattle PD officers with impaired driving training, we expected increases in DUI arrests and reductions in fatal and serious injury crashes in Seattle.

Results: Seattle PD was able to host or assist with:

- 7 ARIDE classes with 114 attendees
- 1 DUI/SFST class with 19 attendees
- 9 SFST Refresher classes with 89 attendees
- 10 post basic introduction to impaired driving interdiction classes with 99 attendees
- 27 BAC refresher classes with 142 attendees
- 10 BAC operator classes with 81 attendees

In all, impaired driving instructors presented more than 35 classes to more than 450 attendees from over 25 different agencies directly as a result of training sponsored by the WTSC grant.

This is not counting the BAC Operator, Refresher, or the Draeger Transition training classes which brought the instructors into contact with another 963 officers.

The Seattle PD total arrest number for the 2018 grant cycle was 1,272, an 8 percent increase from 2017 and the highest arrest total in one year since 2010.

| | | |
|---------------------|-----------------------------|-----------------------------|
| Fund Source 405d | Amount Approved \$60,000 | Amount Expended \$58,256 |
|---------------------|-----------------------------|-----------------------------|

| | | |
|---|-------------------------------|---------------------------------|
| Project Title WSP - Impaired Driving Section | Federal Project # M6X18-06 | Program Manager Mark Medalen |
|---|-------------------------------|---------------------------------|

Subrecipient Agency: WSP

Description: The WSP Impaired Driving Section (IDS) administered impaired driving and traffic safety projects primarily focused on strategies designed to further Target Zero goals. This grant provided assistance to the IDS to manage the statewide DRE program, Ignition Interlock program, SFST program, and manage and operate the Mobile Impaired Driving Unit (MIDU) at events statewide.

Results:

| FFY 2018 | Classes | Students |
|---------------------|------------|--------------|
| DRE School | 1 | 20 |
| ARIDE | 25 | 434 |
| Community Trainings | 40 | 1,136 |
| BAC | 19 | 208 |
| SFST | 66 | 1121 |
| Wet Lab | 24 | 808 |
| TOTAL | 175 | 3,727 |

Overall, the concern and focus of the statewide DRE program has been trying to re-engage DREs to get back to doing evaluations. In 2018 the MIDU was deployed 27 times resulting in 255 DUIs processed. The MIDU assisted police in multiple cities and counties across Washington with DUI processing. In all, the ignition interlock team from WSP's Impaired Driving Section made 386 residential contacts and 79 criminal investigations which resulted in eight criminal charges between January and September 2018.

This grant also supported the development and production of a new Ignition Interlock application tracking system. With the help of the WSP Information Technology Division, the team developed an application plan and chose a vendor. The vendor started production on the application tracking system. The vendor completed their assignments and final production has started to deploy with the goal to complete by January 1, 2019. The benchmarks for this grant are a minimum of 200 compliance/education contacts and 50 criminal investigations. Both minimum benchmarks have been exceeded.

| | | |
|---------------------|------------------------------|------------------------------|
| Fund Source 405d | Amount Approved \$550,000 | Amount Expended \$459,766 |
|---------------------|------------------------------|------------------------------|

| | | | | | |
|---|----------|-------------------------------|--|-----------------------------------|-----|
| Project Title WSP HVE Block Grant – Impaired Driving | | Federal Project # M6X18-07 | | Program Manager Jerry Noviello | |
| Subrecipient Agency: WSP | | | | | |
| Description: The Impaired Driving HVE project funded overtime for the WSP to participate in three statewide mobilizations and local flex patrols with the goal of reducing driving fatalities and serious injuries. This grant worked in concert with the local law enforcement overtime grants for DUI enforcement. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funded in this project, in an effort to warn the public in advance about these extra patrols. | | | | | |
| Results: | | | | | |
| OT Hours | 6,511.27 | Reckless Driving | | | 17 |
| Total Violations | 23,904 | Negligent Driving | | | 27 |
| Total Citations | 7,687 | Intermediate Driver License | | | 2 |
| DUI | 315 | DWLS/Revoked License | | | 342 |
| Speeding | 4,927 | No Valid Operator's License | | | 146 |
| Cell Phone Use | 145 | Ignition Interlock | | | 33 |
| Seat Belt | 437 | Stolen Vehicles Recovered | | | 1 |
| Child Car Seat | 50 | No Insurance | | | 320 |
| Fund Source 405d | | Amount Approved \$400,000 | | Amount Expended \$378,778 | |

| | | | | | |
|--|--|-------------------------------|--|-----------------------------------|--|
| Project Title Bellingham DUI Patrols | | Federal Project # M6X18-08 | | Program Manager Erika Mascorro | |
| Subrecipient Agency: City of Bellingham and Bellingham PD | | | | | |
| Description: This is a continuation project of the 2016-2017 grant. Bellingham PD planned to allocate six time slots a month for officers to sign up for DUI emphasis patrols. The goal was to continue the reduction in serious injury and fatality crashes. | | | | | |
| Results: This was a challenging year for DUI enforcement in Bellingham. There was a lack of participation due to staffing issues on patrol due to officers leaving, retiring, or moving to light duty. The staffing issue led to a significant amount of overtime to cover basic patrol staffing. | | | | | |
| The project goal of a 6 percent reduction of fatal and serious injury crashes in Whatcom County was not reached. Bellingham PD participated in only 60 hours of DUI enforcement, arresting nine DUIs and spending \$3,826 of the \$20,000 grant. | | | | | |
| The media response to the project, however, was positive. Bellingham PD publicized the enforcement campaign and the enforcement results for the emphasis patrols to the media and on social media. | | | | | |
| Fund Source 405d | | Amount Approved \$20,000 | | Amount Expended \$3,826 | |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| State Traffic Safety Resource Prosecutor Program | M6X18-09 | Edica Esqueda |
| <p>Subrecipient Agency: Municipal Research and Services Center (MSRC)</p> <p>Description: The TSRP program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. MRSC hosts one of the statewide TSRPs. The TSRPs have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues which make DUI cases scientifically complex and are often the areas of defense counsel challenge. Easy access to these resources, on behalf of statewide prosecutors, is a tremendous benefit for our state's many prosecutors.</p> <p>Results: The TSRP provided 166 hours of training to 1,862 people during 33 different trainings. Training was provided to 26 of the 39 counties in Washington. The TSRP addressed litigation and responding to legal issues. Training included the Washington Traffic Safety Conference, Washington State Association of Municipal Attorneys Conference, and the District and Municipal Court Judges' Association Conference. Small conference training included the statewide DOL Hearing Examiners Conference, Breath Test Tech In-service, and Draeger Training, as well as targeted training for a variety of groups that included the WSP Academy, DUI Bootcamp, and Lethal Weapon classes.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405d | \$175,680 | \$175,680 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Eastern WA TZ Prosecutor | M6X18-10 | Edica Esqueda |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The Eastern Washington Target Zero Prosecutor works as a liaison between Washington State prosecutors, law enforcement, judges, and the traffic safety community with the goal of obtaining a greater traffic safety record and more effective prosecutions of DUI and other traffic safety cases. In 2018, this included assistance and training to address changes in law, procedures, evidence gathering, blood warrant procedures and use, understanding of the Draeger breath testing instrument, and challenges of legal marijuana.</p> <p>Results: Twenty prosecutors from multiple jurisdictions were trained on prosecuting impaired drivers, as well as learning how to work with DRE officers. A DUI Bootcamp training was also offered in Spokane. The Target Zero Prosecutor worked closely with law enforcement to collaborate on local projects and other questions that arose throughout the term of the reporting period. The Target Zero Prosecutor in Spokane has served as a resource for prosecutors and law enforcement in the Eastern Washington region. Prosecutors from other jurisdictions, including the city of Spokane, have been more willing to reach out by phone and email to ask questions and ask for briefing.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405d | \$149,914 | \$137,232 |

| Project Title CJTC - TSRP | Federal Project # M6X18-12 | Program Manager Edica Esqueda |
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| Subrecipient Agency: CJTC Project | | |
| <p>Description: The TSRP program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. TSRPs have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues which make DUI cases scientifically complex and are often the areas of defense counsel challenge. Easy access to these resources, on behalf of statewide prosecutors, is a tremendous benefit for our state's many prosecutors.</p> <p>Results: The CJTC TSRP provided 72.5 hours of training to 1,016 class participants consisting of law enforcement officers, prosecutors, and judges across the state. The TSRP worked with Oregon's TSRP and DRE programs to conduct a day-long, multi-state Marijuana DUI Prosecution and Legal Update training. The National Association of Prosecutor Coordinators partially funded the training. The TSRP developed training resources on DUI, marijuana, distracted driving, search warrants, and more for local and national distribution. The TSRP also provided resources for national-level traffic safety work groups and legislative bodies on DUI, DRE, toxicology, marijuana impairment, and training issues.</p> | | |
| Fund Source 405d | Amount Approved \$137,733 | Amount Expended \$137,732 |

| Project Title WSP Toxicology Services | Federal Project # M6X18-13 | Program Manager Mark Medalen |
|---|-------------------------------|---------------------------------|
| Subrecipient Agency: WSP | | |
| <p>Description: This project supported the state Toxicology Laboratory to provide vital services such as court testimony and external drug testing in impaired driving cases. This project assisted the toxicology lab to provide law enforcement officers and prosecutors with complete drug testing results and to provide comprehensive statistics and drug prevalence data to customers such as WTSC, DOL, DOH, University of Washington, and other researchers.</p> <p>Results: The Toxicology Laboratory achieved the overall goal of performing court-related overtime and external drug testing on DUI cases while providing as much complete drug testing as possible. The laboratory did not initially screen all incoming DUI cases for all drugs (such as synthetic cannabinoids) as this is deemed not cost effective. The laboratory was able to send out DUI cases to external drug laboratories when the customer requested additional testing and/or it was believed some other drug may be causing the impairment observed.</p> <p>The toxicologists provided testimony on fewer cases than in previous years, mainly due to the implementation of the newer Draeger evidential instruments which do not typically require a toxicologist in order to have the breath test ticket admitted into evidence in a court case. This resulted in a lower than expected amount of overtime charged to the grant.</p> | | |

The toxicology lab has sent approximately 120 DUI cases to external laboratories for drug testing to date. During this same period, toxicologists worked approximately 200 hours of overtime while providing testimony on DUI-related cases.

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| Fund Source 405d | Amount Approved \$47,000 | Amount Expended \$18,528 |
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| Project Title WSP - Toxicology Training Program | Federal Project # M6X18-14 | Program Manager Mark Medalen |
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Subrecipient Agency: WSP

Description: The state Toxicology Laboratory adopted the recently developed NHTSA-Traffic Safety Institute training module for toxicologists and prosecutors. Topics included how to submit a toxicology request, testing capabilities, interpreting reports, drug statistics/trends, research, the effects of drugs, and testimony. This grant provided funds to provide this training statewide.

Results: Training sessions increased customers’ knowledge of the Toxicology Laboratory, opened constructive dialogue between the laboratory and its traffic safety partners, and provided a continuous mechanism for feedback and ideas for improvement of services. Training was both in-person and/or webinar-based (live and recorded modules).

Dr. Fiona Couper collaborated with NHTSA to develop a new, combined training for nationwide prosecutors and toxicology professionals. This training was incorporated into statewide training.

Dr. Couper and staff attended conferences directly related to core traffic safety functions. Lab scientists presented up-to-date Washington State drugs and driving related research (e.g., THC and driving, synthetic cannabinoids and driving) and brought back relevant national research and data to incorporate into the planned training sessions. Conferences included national DRE and TSRP conferences, National Safety Council’s Committee on Alcohol and Other Drugs meetings, Society of Forensic Toxicology Drugs and Driving Committee meetings, and the International Association of Chemical (Breath Alcohol) Testing.

Specifically, the Toxicology Laboratory:

- Provided 10 in-person training sessions for prosecuting attorneys.
- Provided 10 in-person training sessions for law enforcement agencies.
- Provided 10 in-person training sessions for medical/examiner/coroner offices.
- Produced five webinar-based training modules (live and/or on-demand).
- Attended five national conferences to present research on drugs and driving topics.

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| Fund Source 405d | Amount Approved \$26,871 | Amount Expended \$8,712 |
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| Project Title Liquor and Cannabis Impaired Driving Initiative | Federal Project # M6X18-16 | Program Manager Angie Ward |
| <p>Subrecipient Agency: LCB</p> <p>Description: As part of a strategy to curtail impaired driving, LCB enforcement officers increased visits to licensed establishments to speak with license holders, employees, and patrons to increase awareness of the dangers associated with impaired driving. Additionally, LCB officers conducted undercover and high-visibility operations with an emphasis on reducing over-service.</p> <p>Results: During a nine-month period, teams around the state conducted field operations to address over-service issues and youth access. The program was able to assess the results of the work done by the teams of officers for 15 different locations. Of the 15 locations evaluated, 12 had a reduction in DUIs reported to the WSP. The average location saw a reduction of five reported DUIs, or approximately a 50 percent reduction on average for each location. Two locations were unchanged and one location had an increase of seven DUIs.</p> | | |
| Fund Source 405d | Amount Approved \$62,440 | Amount Expended \$36,337 |

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| Project Title Snohomish County Felony Accountability Project | Federal Project # FDL*CP18-03 | Program Manager Nadine Selene-Hait |
| <p>Subrecipient Agency: Snohomish County Prosecuting Attorney's Office</p> <p>Description: This project created a felony traffic unit within the Snohomish County Prosecuting Attorney's Office to collaborate 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. The intent was to create instant accountability for felony traffic offenders.</p> <p>Results: The grant provided funds for the hiring of a dedicated deputy prosecuting attorney for felony DUI cases. Prior to the inception of the grant, the average time it took to charge felony DUI offenders was 200 days. With the addition of the dedicated deputy prosecuting attorney, charging time dropped to approximately 30 days.</p> | | |
| Fund Source 405d | Amount Approved \$190,640 | Amount Expended \$184,345 |

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| Project Title Snohomish County TZT Training Resources Project | Federal Project # FDL*CP18-05 | Program Manager Nadine Selene-Hait |
| <p>Subrecipient Agency: Snohomish County</p> <p>Description: This grant provided overtime dollars for Snohomish County officers and deputies to attend ARIDE, DRE, and Draeger basic and refresher training to increase their ability to seek out and arrest impaired drivers.</p> | | |

Results: Trainings were completed as follows:

- 20 officers attended Draeger Basic training
- 10 officers attended ARIDE training
- 5 officers attended the Draeger refresher
- 1 officer attended the DRE conference
- 2 officers served as instructors for 2 ARIDE classes
- Additional attendees, including officers from the Naval base, attended classes

| Fund Source | Amount Approved | Amount Expended |
|-------------|-----------------|-----------------|
| 405d | \$50,000 | \$28,438 |

| Project Title | Federal Project # | Program Manager |
|--------------------------------|-----------------------|-----------------|
| Paid Median – Impaired Driving | 164AL18-01 PM18-01 | Erica Stineman |

Subrecipient Agency: WTSC Internal Project

Description: The communications goal for mobilizations is to reach our primary target demographic. Paid media includes TV, radio, online ads, and outdoor billboards.

Results: Holiday DUI and Summer DUI results are described below.

Holiday DUI: The Holiday DUI campaign reached men between ages 21 and 34 with a campaign designed to reach them at decision-making times such as on their way to social gatherings and while out at a bar, holiday parties, or sporting events. The slogan for the campaign was “Plan Before You Party.” The campaign ran from December 12, 2017, to January 1, 2018. There were 8,808 purchased spots on TV, radio, and digital outlets. The entire campaign garnered over 62.9 million impressions.

Summer DUI: The Summer/Labor Day DUI campaign also focused on the message of “Plan Before You Party.” We targeted this message primarily at young male drivers who were between ages 21 and 34. The purchase ran from August 13 to September 2, 2018. The strategy employed radio, digital outlets, TV, cable, and a partnership with Shuttle Express. The partnership included radio spots, an on-air contest delivering over 300 bonus spots, a home page takeover of all iHeart stations, and a full wrap Shuttle Express van on view throughout the campaign. The total campaign purchased 12,137 spots (paid and bonus) and garnered more than 30.5 million impressions.

| Fund Source | Amount Approved | Amount Expended |
|---------------------|-----------------------|-----------------------|
| 164 Transfer 402 | \$510,000 \$90,000 | \$531,903 \$52,243 |

| Project Title | Federal Project # | Program Manager |
|----------------------------------|-------------------|-----------------|
| DUI Training and Candidate Court | 164AL18-02 | Edica Esqueda |

Subrecipient Agency: WTSC Internal Project

Description: Effective DUI Courts are patterned after the highly successful drug court model that recognizes the importance of combining treatment with the structure and accountability of the judge and supporting team in a court setting. This project provides two DUI candidate courts in Washington with training and costs associated with starting a new court.

Results: The Des Moines Municipal Court Team attended the National Center for DUI Courts Foundational Training in Athens, Georgia, and the Washington Traffic Safety Conference in Kennewick. The team hosted a DUI Court open house, held DUI Court team retreats, and wrote and revised the DUI Court participant handbook. The team enrolled its first participant, visited area DUI Courts, utilized the Computerized Assessment Referral System screener, and selected treatment providers.

The Spokane Municipal Court completed the DUI Court participant handbook and began enrolling participants in January 2018. Spokane released a request for proposals to procure drug and alcohol testing services for court participants. DUI Court brochures were professionally printed and placed in the Municipal and District Court Probation Department lobby, Municipal courtrooms, Public Defenders Office and around the county/city campus. The Spokane Municipal DUI Court adopted the use of the Computerized Assessment and Referral System to determine if the offender is high-risk. The city of Spokane hired a full time Therapeutic Courts Coordinator to oversee all municipal court activity to assist in the workload of the DUI Court Team. Team members attended the Washington Traffic Safety Conference in Kennewick, Washington, and the National Association of Drug Court Professionals (NACDP) annual conference in Houston, Texas.

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| Fund Source 164 Transfer | Amount Approved \$125,000 | Amount Expended \$40,637 |
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| Project Title Kent Municipal DUI Court | Federal Project # 164AL18-06 | Program Manager Edica Esqueda |
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Subrecipient Agency: City of Kent

Description: The purpose of this project was to implement a therapeutic DUI Court utilizing the “10 Guiding Principles” established by the National Center for DWI Courts. The goal was to target populations of high risk/high need offenders who would be better served through the DUI Court. DUI courts utilize intensive supervision and monitoring, with an emphasis on treatment and recovery in order to reduce recidivism, reduce traffic fatalities and injuries, and reduce the cost of lengthy incarcerations.

Results: Kent DUI court fully implemented eligibility criteria and program phases. Five members of the team attended the NACDP training in Houston, Texas, and implemented a formal incentive and sanction grid, as well as a more formal process to address issues that may arise for participants.

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| Fund Source 164 Transfer | Amount Approved \$144,219 | Amount Expended \$61,542 |
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| Project Title Okanogan County Enforcement of Underage Drinking Laws | Federal Project # AL18-03 | Program Manager Angie Ward |
|---|------------------------------|-------------------------------|
| <p>Subrecipient Agency: Okanogan County Community Coalition (OCCC)</p> <p>Description: The OCCC used evidence-based, community-based environmental strategies building upon the existing relationships between seven law enforcement jurisdictions, actively worked with local media outlets to conduct HVE mobilizations, retail compliance checks, and an education campaign about the impacts of underage impairment and driving under the influence.</p> <p>Results: OCCC successfully completed their goals and milestones in accordance with the agreement, including:</p> <ul style="list-style-type: none"> • 45 emphasis patrols during high risk events such as: Homecoming, Backyard Brawl, Thanksgiving, Christmas break, Memorial Day weekend, Senior Skip Day, prom, graduation, and summer break, including patrols at campgrounds • 3 retail compliance checks • Enforcement-related public service announcements on three local radio stations • Overall 2,778 ads were placed during the grant period (half paid/half donated) | | |
| Fund Source 402 | Amount Approved \$49,151 | Amount Expended \$42,704 |

| Project Title Target Zero Prosecutor | Federal Project # M6X18-17 | Program Manager Edica Esqueda |
|---|-------------------------------|----------------------------------|
| <p>Subrecipient Agency: Seattle City Attorney's Office</p> <p>Description: The TSRP program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. TSRPs have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources, on behalf of statewide prosecutors, is a tremendous benefit for our state's many prosecutors.</p> <p>Results: More than 1,000 people (officers, prosecutors, and stakeholders) were trained during the program year. The Target Zero Prosecutor conducted and/or assisted in over 50 trainings for prosecutors and officers, and provided technical assistance upon request for draft DUI legislation. Through this program, valuable relationships with partners and stakeholders were developed across the state of Washington.</p> | | |
| Fund Source 405d | Amount Approved \$144,489 | Amount Expended \$141,067 |

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| Project Title Clallam 24/7 Sobriety Program | Federal Project # 164AL18-09 | Program Manager Jerry Noviello |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: Impaired driving is a priority level one focus area of the SHSP, and a proven countermeasure to reduce recidivism is the 24/7 Sobriety Program. Participants in Clallam County Sheriff's Office 24/7 Sobriety Program are required to provide a breath sample in person two times daily at the county jail: one in the morning and one in the evening. Clallam County previously had this program for a few years in pilot status, which ended in early 2016.</p> <p>Results: Seventy-two participants partook in the 24/7 Sobriety Program in FFY 2018. Over 90 percent of participants are DUI, physical control, or similar criminal traffic cases. The breath testing compliance rate was over 95 percent. In 2017, there were 64 participants with a compliance rate of about 80 percent. As planned, they were able to increase participation while increasing compliance.</p> <p>One important component in program participation is support from various partners in the criminal justice system. The grantee continued to promote the program to new judges, prosecutors, and defense attorneys. This has supported the increase in program participation and overall support for the program.</p> | | |
| Fund Source 164 Transfer | Amount Approved \$46,290 | Amount Expended \$46,171 |

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| Project Title Underage Alcohol Use Reduction Plan in Skagit County | Federal Project # 164AL18-10 | Program Manager Jerry Noviello |
| <p>Subrecipient Agency: Skagit County Public Hospital District No. 304</p> <p>Description: Impairment is the most common factor in crashes involving young drivers in Washington State. This project addressed the need for impaired driving intervention in Skagit County by focusing on youth alcohol use. According to the most recent Healthy Youth Survey, Skagit county, as a whole, and a few select cities have alcohol usage rates that are much higher than the statewide average. This project aimed to reduce youth alcohol use through public outreach and increased enforcement of underage alcohol use laws. By reducing underage use, the project hoped to decrease impaired driving by youth aged 16 to 20 in Skagit County.</p> <p>This project used a multi-pronged approach to reducing underage alcohol usage:</p> <ul style="list-style-type: none"> • Reduced access to alcohol and increased the perceived risk by minors using social norming techniques and community outreach • Built a collaborative network of law enforcement and community resource programs that could support alternative approaches to the criminal justice system for underage alcohol use related arrests • Increased the enforcement of underage alcohol use laws <p>Results: The Reducing Underage Drinking project developed a curriculum for the Education Citation Program and provided training to all school-based drug counselors in the program. The program was launched in four of the five law enforcement agencies in</p> | | |

Skagit County. The project also started a comprehensive social norms campaign for each high school in the county. The campaign is called, "In Good Company." Emphasis patrols focusing on underage drinking and marijuana use were conducted throughout the county as both a countywide effort and at the city level. A survey for parents and youth for all of Skagit County is in process with the help and guidance of Dr. Jeff Linkenbach, Director, Montana Institute.

The project also successfully expanded the Education Citation Program countywide. In September 2017, the program was only running in East Skagit County with the Concrete School District and the East County Detachment with the Sheriff's Office. Now, the Education Citation Program is being used in the Skagit County Sheriff's Office, Mount Vernon PD, Sedro-Woolley PD, Anacortes PD, Concrete School District, Sedro-Woolley School District, La Conner School District, Burlington-Edison School District, Mount Vernon School District, and Anacortes School District. Training on the program was provided to staff in all of these locations including records departments, counselors, principals, and deans.

Countywide and community-based party intervention patrols were conducted by Mount Vernon PD, Skagit County Sheriff's Office, and Sedro-Woolley PD.

| Fund Source | Amount Approved | Amount Expended |
|--------------|-----------------|-----------------|
| 164 Transfer | \$82,500 | \$63,520 |

| Project Title | Federal Project # | Program Manager |
|----------------------------|-------------------|-----------------|
| Spokane PD DUI Enforcement | 164AL18-11 | Edica Esqueda |

Subrecipient Agency: Spokane PD

Description: This project funded a full-time Spokane PD officer to address impaired driving in the greater Spokane area. The officer dedicated time to the 24/7 enforcement of DUI laws in pursuing Target Zero goals and objectives. The Spokane PD officer works with the new Spokane Municipal DUI Court as a standing team member. Spokane PD agreed to provide an additional full-time officer paid for by the Spokane PD to dedicate their time to DUI enforcement.

Results: The goal of full-time enforcement was increasing the total DUI related arrests by 50 percent of 2016 numbers (which were 291). Officer Huffman's efforts resulted in 218 DUI related arrests (145 percent of his goal) and Officer Yen had 168 DUI related arrests (112 percent of his goal) for a total of 386 arrests between the two officers. The rest of the patrol had 211 DUI related arrests for a total of 597. There were an additional 18 DUI related arrests where WSP was involved in assisting on the call for a total of 615. Both Officer Huffman and Officer Yen exceeded their individual goals and the 615 arrests represent 141 percent of the goal of increasing the DUI related arrests by 50 percent of the 2016 numbers.

The media campaign ran on the top two radio stations in the Spokane market that reach our target demographic of adults in the 18 to 34 age group. The assigned DUI Officers were able to troubleshoot issues with the DUI packet by creating a streamlined electronic process and addressed forensic blood draw concerns.

| Fund Source | Amount Approved | Amount Expended |
|--------------|-----------------|-----------------|
| 164 Transfer | \$140,024 | \$138,894 |

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| Project Title Yakima PD Impaired Driving Enforcement & Education | Federal Project # 164AL18-12 | Program Manager Edica Esqueda |
| <p>Subrecipient Agency: Yakima PD</p> <p>Description: The proposal was to fund a full-time traffic enforcement officer specifically assigned to work impaired driving enforcement. The officer would work primarily evening hours, but data would be periodically evaluated to determine when driving arrests and collisions involving impaired drivers occurred. In addition to the enforcement aspect of this position, the officer would work closely with the TZM on local traffic safety projects and provide training to local officers.</p> <p>Results: The agency had an unexpected cut in staff, and their command did not believe it was possible to deliver on milestones. This project was withdrawn and no funds were expended.</p> | | |
| Fund Source 164 Transfer | Amount Approved \$122,450 | Amount Expended \$0 |

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| Project Title Paid Media – Target Zero | Federal Project # FDL*PM18-01 PM18-01 | Program Manager Erica Stineman |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: As part of the behavioral change of drivers to reduce traffic deaths and serious injuries, our number one communications goal for mobilizations was to reach our primary target demographic as identified by state and local data analyses. Additionally, secondary goals for this grant included educating and informing Washington stakeholders, all vehicle drivers, and driver influencers of the what, where, when, who, and why of WTSC mobilizations. This grant funded paid media as a component of each of the TZM regions' flex patrols which included speeding, DUI, and distracted patrols. Paid media included television, radio and online ads, and outdoor billboards.</p> <p>Results: This was the third year we marketed the idea of Target Zero to the driving public. We used Target Zero messaging in all paid media campaigns, allowing it to be the umbrella covering all messaging to build a year-long traffic safety campaign. The initiative used TV, radio, and digital outlets to purchase 9,231 spots (paid and bonus) and garner over 22 million impressions.</p> | | |
| Fund Source 405d 402 | Amount Approved \$200,000 \$250,000 | Amount Expended \$200,000 \$224,191 |

Project Title
Traffic Safety Culture Change

Federal Project #
CP18-12
F24*CP18-01

Program Manager
Shelly Baldwin

Subrecipient Agency: WTSC Internal Project

Description: This grant funded 12 months of a 24-month project to conduct a comprehensive survey and analysis of road users to determine Washington's traffic safety culture, and which values and beliefs have the strongest influence on driver behavior. The survey focused on DUI-CA since poly-drugged drivers' involvement in traffic deaths is rising. In February 2017, WTSC released a request for proposals in order to find a partner who could help WTSC staff learn how to influence the social environment of road user behavior using a model called Traffic Safety Culture Change. The Center for Health and Safety Culture at Montana State University's Western Transportation Institute won the competitive bid process for this 24-month project. In FFY 2017, we conducted an assessment of agency culture, which showed WTSC was ready to embrace a new approach to designing projects and communication strategies using the Traffic Safety Culture Change framework.

Results: During FFY 2018, we conducted three phases of surveys. The first survey developed a formative DUI-CA survey of 74 people between 18 and 69 years old. Respondents were screened for past year activity of driving, alcohol, and marijuana use. The formative survey allowed us to better understand the advantages and disadvantages of DUI-CA from their perspective. The second survey was designed to test the final survey questions. We surveyed Washington residents ages 18 to 69 who had driven, used alcohol, and used marijuana in the past month. About 50 percent of this group reported DUI-CA. This second pilot survey tested the associations between values, behaviors, attitudes, norms, control, willingness, and intention and DUI-CA to ensure the final survey would be able to correlate these cultural aspects to DUI-CA behavior. The final survey examined both DUI-CA behaviors and traffic safety citizenship behavior. We surveyed 870 Washington residents between the ages of 18 and 70. (The final survey did not screen people for driving, alcohol use, and marijuana use.) As the final activity of FFY 2018, we developed Key Findings Reports and Recommendations. The survey showed that 22 percent of Washingtonians self-reported driving within two hours of alcohol use, 15 percent reported driving within two hours of marijuana use, and 9 percent reported driving within two hours of alcohol and marijuana use. When we analyzed the survey we found the following highlights:

- Of people who DUI-CA, half do it rarely (once or twice a year) and a quarter do it monthly or more often.
- Males are more likely to DUI-CA than females.
- Younger people are more likely than older people to DUI-CA.
- People who do not DUI-CA believe DUI-CA is unacceptable and perceive most others share that view, but people who DUI-CA find it more acceptable and believe that most others feel likewise.
- All survey respondents believe that DUI-CA is more prevalent than it is.
- All survey respondents share concern for traffic safety and agree with the goal of zero traffic-related deaths.

We are currently applying this analysis to create recommendations for improving our projects and outreach about DUI-CA.

Fund Source

Amount Approved

Amount Expended

402

\$30,000

\$1,259

405d

\$170,000

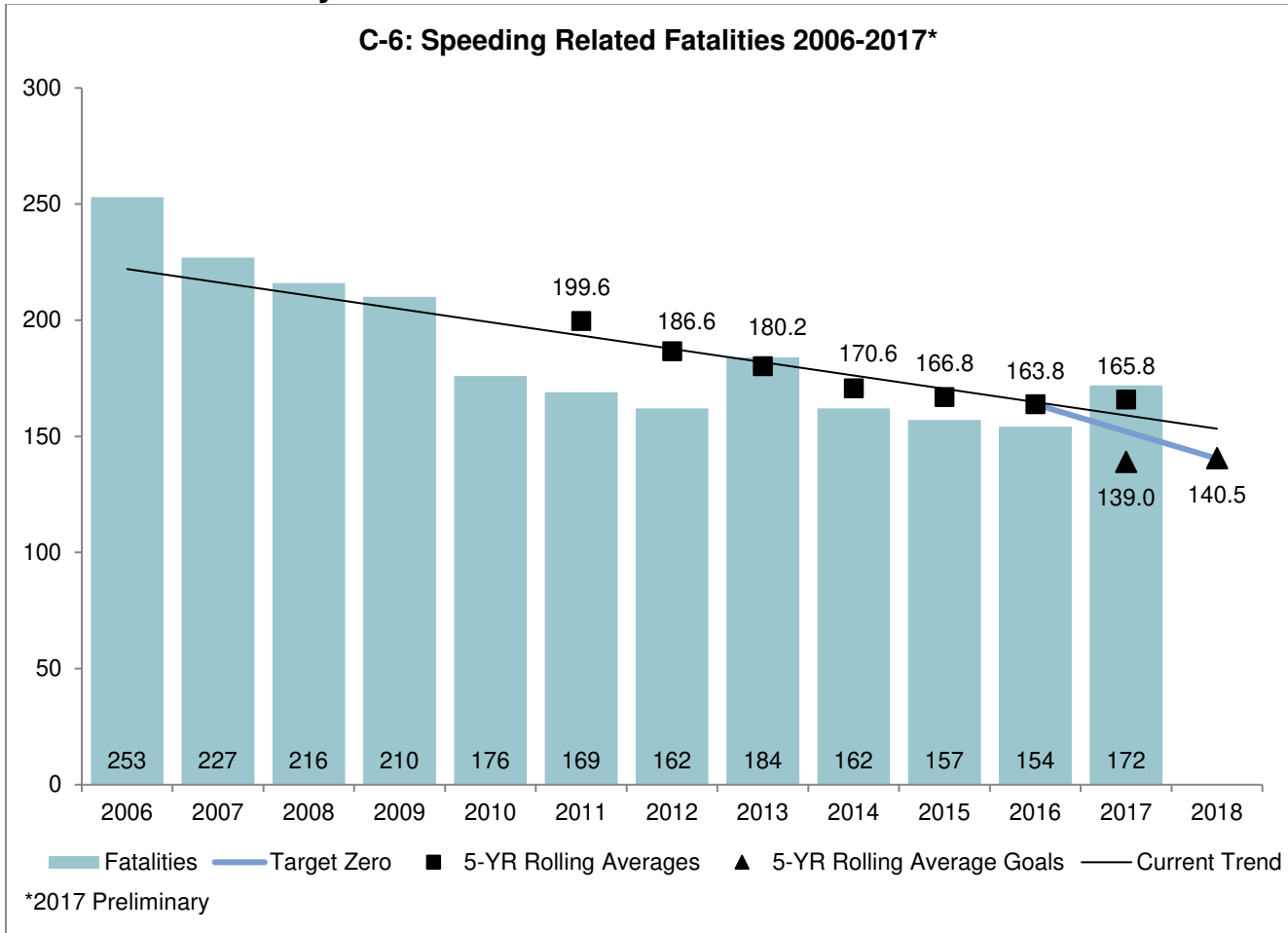
\$170,000

SPEEDING

Problem Statement

From 2015-2017 speeding was a factor in 37.7 percent of traffic fatalities. Speeding involved fatalities decreased 4.9 percent in 2015-2017 (483) compared to 2012-2014 (508). The majority of speeding-related fatalities are due to driving too fast for conditions as opposed to exceeding the posted speed.

Performance Analysis



SOURCE: WA FARS

Performance Target C-6

Decrease speeding involved fatalities by 15.7 percent from the FARS-ARF 2011-2015 baseline rolling average of 166.6 to 140.5 by December 31, 2018.

Preliminary Performance Report C-6

Preliminary 2013-2017 rolling average shows there were 165.8 speeding involved fatalities, missing the HSP 2017 target of 139 by 19.3 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Speeding Projects

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| Project Title Paid Media - Speed | Federal Project # PM18-01 | Program Manager Erica Stineman |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The WTSC planned to purchase media to support high-visibility speed enforcement efforts in a limited number of WTSC regions during FFY 2018. Regions were to be selected using a data-driven approach, and the patrol periods were to be advertised using a combination of paid and earned media.</p> <p>Results: The speed HVE media campaign had ads running during the months of June, July, and September 2018. The media buy mix included Facebook and Instagram ads, Pandora ads, programmatic video pre-roll ads, and radio ads covering the following events: Hoopfest, Water Follies, Bikers at the Beach, and Oyster Run. Overall, the campaign resulted in 3,006,589 digital impressions.</p> | | |
| Fund Source 402 | Amount Approved \$75,000 | Amount Expended \$37,698 |

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| Project Title Speed Statewide HVE Local Law Enforcement OT | Federal Project # SE18-02 | Program Manager Nadine Selene-Hait |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: Partnering with WSDOT, this project was intended to support engineering projects in select locations throughout the state. Funding was made available to local task forces for enforcement and education, while WSDOT funded the engineering projects.</p> <p>Results: There were six counties that received grant funds from WSDOT for engineering projects during the 2017-2018 grant year. Of the six counties identified, only Thurston County chose to participate in the education project. A media campaign was developed for the Thurston County road engineering project and disseminated through Facebook and other channels.</p> | | |
| Fund Source 402 | Amount Approved \$100,000 | Amount Expended \$16,264 |

| Project Title | Federal Project # | Program Manager |
|--|-------------------|--------------------|
| Region 12 Speed Project | SE18-03 | Nadine Selene-Hait |
| Subrecipient Agency: Chelan County Sheriff's Office | | |
| <p>Description: This project was the third year of continued speed reduction efforts utilizing education, enforcement, electronic reader boards, and media. The Region 12 Target Zero Task Force, which includes Okanogan, Chelan, Douglas, and Kittitas Counties, utilized crash data and local engineering tools to determine high risk areas and times. Outreach efforts supported the multijurisdictional, high-visibility speed enforcement mobilizations conducted throughout the region during the summer months.</p> <p>Results: During FFY 2018, there were 280 hours of overtime enforcement. This enforcement resulted in 811 contacts, of which there were 378 citations, 581 warnings, 2 DUI arrests, and 11 other arrests. Of the 378 citations, 248 (65 percent) were for speeding. Public education efforts were conducted using electronic reader boards in patrol locations and through social media advertising on Facebook and Pandora.</p> <p>In lieu of traditional media and education, Region 12 purchased a Variable Message Signs board and developed a 12-month communication plan. Total cars that saw the new message board totaled 217,351. Traditional media channels saw a social norm video that was posted on Facebook with 49,989 shares and radio/print totaling 83,390 viewers/listeners.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$33,160 | \$32,796 |

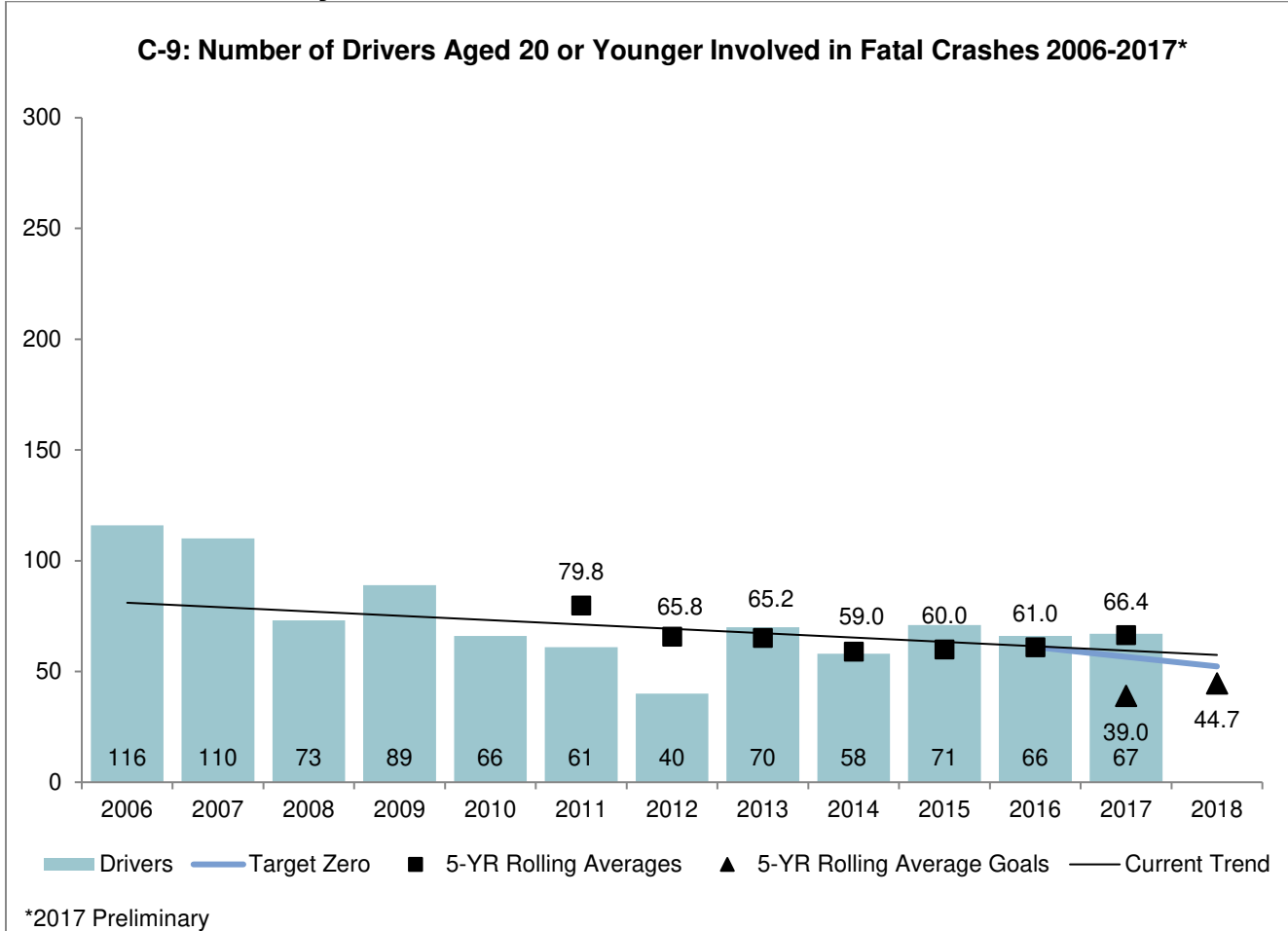
| Project Title | Federal Project # | Program Manager | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------|-----------------------------|----------|----------|------------------|----|------------------|--------|-------------------|----|-----------------|-------|-----------------------------|---|-----|-----|----------------------|-----|----------|-------|-----------------------------|-----|----------------|-----|--------------------|----|-----------|-----|---------------------------|---|----------------|----|--------------|-----|
| WSP HVE Block Grant – Speed Enforcement | M1*PT18-01 | Jerry Noviello | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subrecipient Agency: WSP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Description: This project funded overtime for the WSP to participate in speed patrols with the goal of reducing driving fatalities and serious injuries. This grant worked in concert with the local law enforcement overtime grants for speed enforcement. The WTSC provided funds in other projects to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols.</p> <p>Results:</p> <table border="1"> <tbody> <tr> <td>OT Hours</td> <td>6,511.27</td> <td>Reckless Driving</td> <td>17</td> </tr> <tr> <td>Total Violations</td> <td>23,904</td> <td>Negligent Driving</td> <td>27</td> </tr> <tr> <td>Total Citations</td> <td>7,687</td> <td>Intermediate Driver License</td> <td>2</td> </tr> <tr> <td>DUI</td> <td>315</td> <td>DWLS/Revoked License</td> <td>342</td> </tr> <tr> <td>Speeding</td> <td>4,927</td> <td>No Valid Operator's License</td> <td>146</td> </tr> <tr> <td>Cell Phone Use</td> <td>145</td> <td>Ignition Interlock</td> <td>33</td> </tr> <tr> <td>Seat Belt</td> <td>437</td> <td>Stolen Vehicles Recovered</td> <td>1</td> </tr> <tr> <td>Child Car Seat</td> <td>50</td> <td>No Insurance</td> <td>320</td> </tr> </tbody> </table> | | | OT Hours | 6,511.27 | Reckless Driving | 17 | Total Violations | 23,904 | Negligent Driving | 27 | Total Citations | 7,687 | Intermediate Driver License | 2 | DUI | 315 | DWLS/Revoked License | 342 | Speeding | 4,927 | No Valid Operator's License | 146 | Cell Phone Use | 145 | Ignition Interlock | 33 | Seat Belt | 437 | Stolen Vehicles Recovered | 1 | Child Car Seat | 50 | No Insurance | 320 |
| OT Hours | 6,511.27 | Reckless Driving | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Violations | 23,904 | Negligent Driving | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Citations | 7,687 | Intermediate Driver License | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DUI | 315 | DWLS/Revoked License | 342 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speeding | 4,927 | No Valid Operator's License | 146 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cell Phone Use | 145 | Ignition Interlock | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seat Belt | 437 | Stolen Vehicles Recovered | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Child Car Seat | 50 | No Insurance | 320 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source | Amount Approved | Amount Expended | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 405b | \$100,000 | \$107,478 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

YOUNG DRIVERS

Problem Statement

From 2015-2017, 12.3 percent of traffic fatalities involved a driver aged 20 or younger. Fatalities involving young drivers aged 20 or younger increased 21.4 percent compared to 2012-2014 (168 to 204). From 2015-2017, the number of drivers aged 16-17 involved in fatal crashes fluctuated from 17 drivers in both 2015 and 2016 down to only 9 drivers in 2017. Drivers aged 18-20 involved in fatal crashes slightly increased in 2017 to 57, from 48 in 2016 and 50 in 2015.

Performance Analysis



SOURCE: WA FARS

Performance Target C-9

Decrease the number of drivers aged 20 or younger involved in fatal collisions by 25.5 percent from the FARS-ARF 2011-2015 baseline rolling average of 60.0 to 44.7 by December 31, 2018.

Preliminary Performance Report C-9

Preliminary 2013-2017 rolling average shows there were an average of 66.4 drivers aged 20 or younger in fatal collisions, missing the HSP 2017 target of 39 by 70.3 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best

potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Young Driver Projects

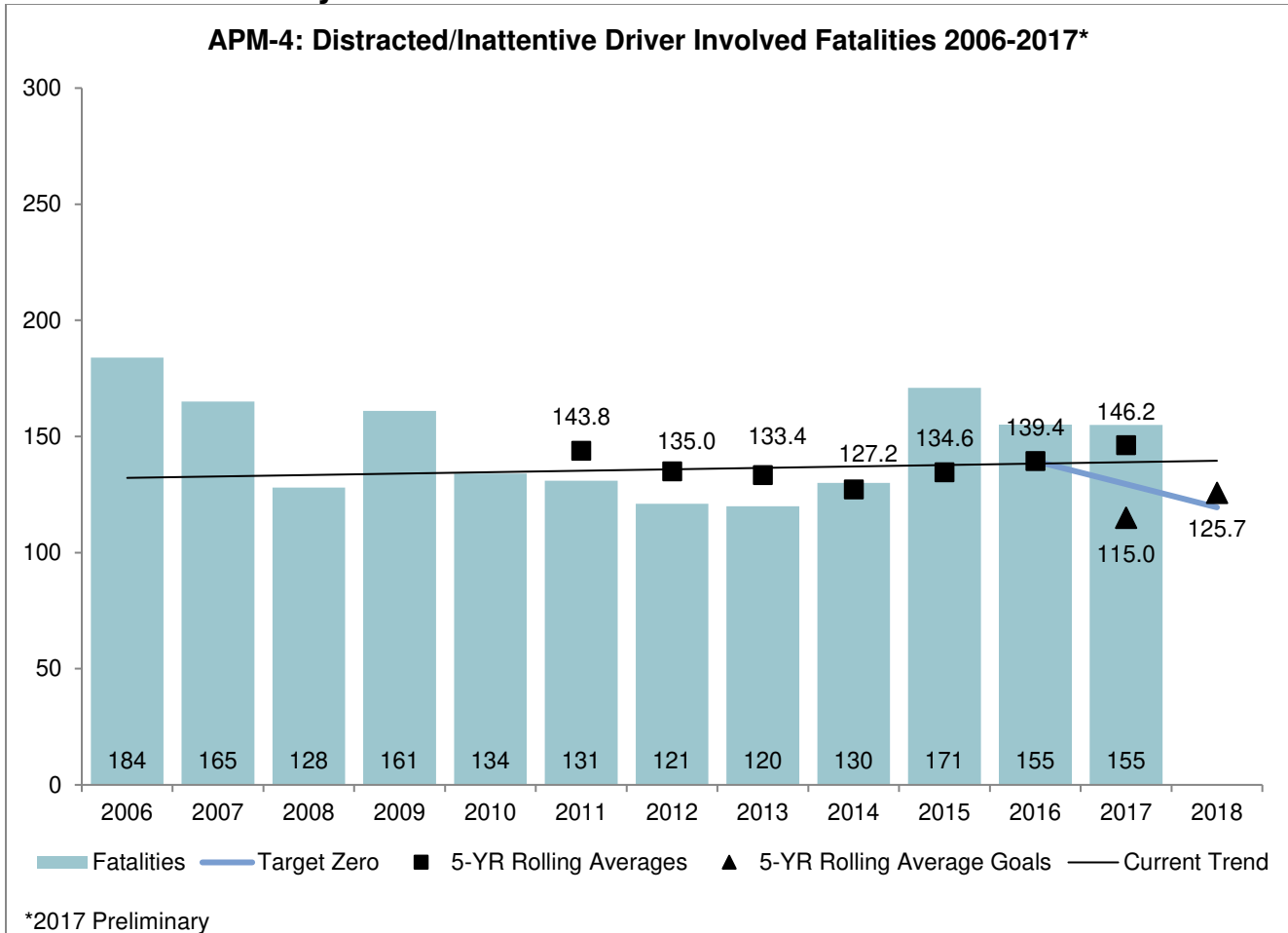
| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| Young Driver Program | CP18-04 | Angie Ward |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: Funds supported tasks directly connected to strategies in the Young Driver section of the Target Zero Plan, including: supporting DOL efforts to improve driver education, testing, and parental involvement, and public outreach to parents and young drivers. WTSC collaborated with DOL to ensure funds were coordinated with the Results Washington Young Driver Initiatives.</p> <p>Results: The project funded a social media buy geared towards parents for National Teen Driver Safety Week, October 21-27, 2018. Media buy results can be viewed in the Paid Media Results Summary table on page 19. Funds were also used to develop a webpage of resources for parents of young drivers and to explore ways to implement a distracted driving video contest for high school students. The project also funded advanced driver training for DOL, WSP, and WTSC personnel to expand knowledge, awareness, and experience with United Kingdom driver education techniques and standards.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$50,000 | \$23,424 |

DISTRACTED DRIVING

Problem Statement

From 2015-2017 distracted driving was a factor in 29.1 percent of traffic fatalities. Distracted driver involved fatalities increased 29.6 percent in 2015-2017 (481) compared with 2012-2014 (371).

Performance Analysis



SOURCE: WA FARS

Performance Target APM-4

Decrease distracted/inattentive driver involved fatalities by 10 percent from the WA-FARS 2012-2016 baseline rolling average of 139.6 to 125.7 by December 31, 2018.

Preliminary Performance Report APM-4

Preliminary 2013-2017 rolling average shows there were an average of 146.2 distracted driver involved fatalities, missing the HSP 2017 target of 115 by 27.1 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Distracted Driving Projects

| | | | |
|---|------------------------------|--------------------------------|-----------------------------------|
| Project Title Distracted Driving Statewide HVE - Local Law Enforcement | | Federal Project # DD18-02 | Program Manager Jerry Noviello |
| Subrecipient Agency: WTSC Internal Project | | | |
| Description: The Distracted Driving Project funded HVE overtime for local law enforcement agencies to participate in one statewide mobilization with the goal of reducing distracted driving. This grant worked in conjunction with the WSP Traffic Safety Block Grant, M1*PT18-01. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols. | | | |
| Results: | | | |
| OT Hours | 2,184.75 | Reckless Driving | 1 |
| Total Contacts | 6,690 | Negligent Driving | 11 |
| Total Citations | 4,234 | Intermediate Driver License | 3 |
| DUI | 8 | DWLS/Revoked License | 215 |
| Speeding | 937 | No Valid Operator's License | 101 |
| Cell Phone Use | 1,204 | Ignition Interlock | 13 |
| Texting | 572 | Other Arrests (Warrants, etc.) | 95 |
| Seat Belt | 198 | Equipment Violations | 109 |
| Child Car Seat | 24 | Other Moving Violations | 329 |
| Seat Belt Misuse | 9 | Non-Moving Violations | 216 |
| No Insurance | 473 | Stolen Vehicles Recovered | 0 |
| Fund Source 402 | Amount Approved \$200,000 | Amount Expended \$151,015 | |

| | | | | | |
|--|----------|---------------------------------|--|-----------------------------------|-----|
| Project Title WSP HVE Block Grant – Distracted Driving HVE | | Federal Project # M1*PT18-01 | | Program Manager Jerry Noviello | |
| Subrecipient Agency: WSP | | | | | |
| Description: The Distracted Driving HVE project funded overtime for the WSP to participate in one statewide mobilizations and local flex patrols with the goal of reducing driving fatalities and serious injuries. This grant worked in concert with the local law enforcement overtime grant for distracted driving enforcement. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols. | | | | | |
| Results: | | | | | |
| OT Hours | 6,511.27 | Reckless Driving | | | 17 |
| Total Violations | 23,904 | Negligent Driving | | | 27 |
| Total Citations | 7,687 | Intermediate Driver License | | | 2 |
| DUI | 315 | DWLS/Revoked License | | | 342 |
| Speeding | 4,927 | No Valid Operator's License | | | 146 |
| Cell Phone Use | 145 | Ignition Interlock | | | 33 |
| Seat Belt | 437 | Stolen Vehicles Recovered | | | 1 |
| Child Car Seat | 50 | No Insurance | | | 320 |
| Fund Source 405b | | Amount Approved \$100,000 | | Amount Expended \$95,522 | |

| | | | | | |
|--|--|------------------------------|--|-----------------------------------|--|
| Project Title Paid Media – Distracted Driving | | Federal Project # PM18-01 | | Program Manager Erica Stineman | |
| Subrecipient Agency: WTSC Internal Project | | | | | |
| Description: This project covered two aspects of the WTSC distracted driving program. It supported the Distracted Driving HVE and a campaign to support Washington's new distracted driving law. | | | | | |
| Results: WTSC conducted a Distracted Driving HVE campaign to improve road safety in April 2018, which included both additional patrols and an awareness campaign targeting Washington drivers who are mothers of children K-12. WTSC Communications contractor, C+C, helped with developing and implementing a bilingual distracted driving awareness campaign in both English and Spanish to reduce the number of serious injuries or deaths caused by distracted drivers. There were 5,156 spots that aired with a total of 11,634,117 impressions. | | | | | |
| Fund Source 402 | | Amount Approved \$225,000 | | Amount Expended \$224,984 | |

| Project Title King County Distracted Driving Prevention Campaign | Federal Project # FESX18-02 | Program Manager Erika Mascorro |
|---|--------------------------------|-----------------------------------|
| <p>Subrecipient Agency: Public Health Seattle King County</p> <p>Description: The King County Distracted Driving Prevention Project aimed to change behavior among drivers through HVE, education outreach campaigns, and a driver survey to assess behavior, perceptions, and knowledge related to Washington's E-DUI law.</p> <p>Results: HVE resulted in contacts with more than 900 drivers over two weeks by 14 law enforcement agencies. Algona, Auburn, Bellevue, Black Diamond, Covington, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Newcastle, Redmond, Seattle, and Shoreline PDs participated. The project's education outreach campaign included paid and earned media through radio, and television interviews, paid radio and online PSAs, blog posts and news stories, and social media outreach through King County Target Zero Task Force agencies.</p> <p>The development and results of the King County Driver Survey on cell phone distraction were important milestones for this project. The survey resulted in participation by 900 King County drivers, revealing:</p> <ul style="list-style-type: none"> • Current driver behavior with regards to cell phone use • Perceptions of risk of distracted driving and other traffic safety issues • Potential methods to change driving behavior regarding cell phone • Knowledge of the state's E-DUI law. <p>The information received from respondents is informing driver education outreach from the task force, informing work for the task force's 2019 distracted driving prevention grant, and is being shared with other traffic safety stakeholders throughout the state. The TZM will be presenting the findings of the survey and implementation methods of the survey with stakeholders (locally and nationally) in the coming year.</p> <p>The task force plans to conduct outreach again in July 2019 in conjunction with the law change anniversary.</p> | | |
| Fund Source 405e | Amount Approved \$85,000 | Amount Expended \$55,627 |

| Project Title Bellingham Distracted Driving Project | Federal Project # FESX18-03 | Program Manager Erika Mascorro |
|---|--------------------------------|-----------------------------------|
| <p>Subrecipient Agency: Bellingham PD</p> <p>Description: This project was funded to conduct a year-long campaign to reduce 2018 distracted driving collisions in Bellingham by 5 percent using traditional and social media channels to educate the community on the dangers of distracted driving and to advertise HVE patrols.</p> | | |

Results: This project kicked off on the World Day of Remembrance for Road Traffic Victims. Staffing issues delayed scheduling more emphasis patrols in the first 3 quarters of the fiscal year, but there was a strong finish in the 4th quarter.

There was a total of 233 hours of enforcement for the grant, with Bellingham PD officers making 750 contacts, writing 451 citations (214 for distracted driving), issuing 375 warnings, and handing out approximately 850 safety education cards.

The biggest success of the project was the social norming “Travel with Care” message delivered to the Bellingham Community. The message was delivered on social media, radio PSAs, advertising signs on transit buses, and on sanitation trucks. The local newspaper featured the project on the front page. The city of Bellingham contributed to some of the advertising and media expenses. Approximately \$9,450 was spent with Cascade Radio Group to broadcast 423 PSAs.

The WSP Collision Analysis Tool showed there was a 3 percent reduction in distracted driving collisions in Bellingham between 2017 and 2018, missing the goal by 2 percent.

| Fund Source | Amount Approved | Amount Expended |
|-------------|-----------------|-----------------|
| 405e | \$63,360 | \$28,259 |

TRAFFIC DATA SYSTEMS

Problem Statement

Target Zero is a data-driven approach to reducing traffic fatalities and injuries. Timely, accurate, complete, uniform, integrated, and accessible data is the foundation for targeting resources and monitoring progress toward zero traffic fatalities and serious injuries by 2030. Quality data is essential in ever-evolving problem identification and assessment of implemented countermeasures. The data assists in identification of the focus areas and innovative strategies that will have the greatest impact on achieving our goal.

Washington’s traffic information and support data systems are comprised of hardware, software, and accompanying processes from multiple agencies that capture, store, transmit, and analyze the following types of data:

- Traffic fatalities (WTSC)
- All collisions (WSDOT)
- Citation/adjudication information (Administrative Office of the Courts)
- Licensed drivers and registered vehicles (DOL)
- Commercial motor vehicles (DOL, WSP, WSDOT)
- Injury surveillance systems (DOH)
- Roadway information (WSDOT)
- Location information via Geographic Information Systems(GIS) (Various Agencies)

These systems make up Washington’s traffic records system. Each component provides key information for problem identification and decision support related to public and transportation safety. This information enhances management and accountability in public service by gauging progress toward key measures of performance.

Performance Measures

| Injury Surveillance - Completeness | Baseline April 1, 2015 – March 31, 2016 | Actual April 1, 2016 – March 31, 2017 |
|---|--|--|
| Number of Emergency Department visit records reported (estimated percent of total ED records) | 4,600 (0.20%) | 288,688 (13.5%) |
| <p>Narrative –</p> <p>There were an estimated 2,324,607 emergency department visits during the baseline period. The total number of emergency department visit records submitted to the National Syndromic Surveillance Program Electronic Surveillance System for the Early Notification of Community-based Epidemics (ESSENCE) system increased by 284,088. This is nearly a 63-fold increase. This increase has been driven through outreach and onboarding efforts with emergency departments, funded by TRC grants in the last few years.</p> | | |
| <p>Calculation Method –</p> <p>A total of emergency department visit records submitted by all emergency departments, by visit date.</p> | | |

Washington's Traffic Records Committee

The TRC is a partnership of federal, state, local, and tribal stakeholders from transportation, law enforcement, criminal justice, injury surveillance, and health. This statewide stakeholder forum was created to foster collaboration and to facilitate the planning, coordination, and implementation of projects to improve the state's traffic data system through the execution of its TRC Strategic Plan.

MISSION

The Washington TRC supports the reduction of fatalities and serious injuries on Washington State roadways to achieve the state's goal of Target Zero by providing timely, accurate, integrated, and accessible traffic records data.

VISION

Washington will have a centralized electronic traffic records access system that enables the discovery of life-saving strategies by providing users with quality traffic records data when, where, and in the form they need it.

GOALS

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

FFY 2018 Traffic Data Systems Projects

| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| RADD | TR18-02 | Staci Hoff |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This grant funds various activities and projects developed by and/or assigned to the Research and Data Division (RADD) that align with the Target Zero SHSP. RADD provides data and support for all traffic safety partners. These grant funds are used to purchase software to meet the analytical needs of the division and purchase peer-reviewed journal articles and other scholarly resources on an as-needed basis throughout the year. Also, RADD oversees survey research efforts for the statewide seatbelt observation survey as required by NHTSA, the statewide cell phone use observation survey, and the traffic safety module on the statewide BRFSS. In addition, RADD has partnered with Washington State University and the Pullman PD to support overtime expenses for officers administering SFST as part of the marijuana dosing and roadside survey instrumentation development project.</p> <p>Results: RADD launched new data products including topic briefs, topic in-depths, and began building tableau dashboards. In addition, RADD published four new topic summaries. RADD responded to over 50 external data requests during this period. All observation surveys were completed and analysis for the HSP and Annual Report delivered on time. RADD continued to expand our data product releases and created efficiencies for responding to requests for information.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$209,000 | \$206,923 |

| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| Emergency Department Data (ESSENCE) Improvement | M3DA18-01 | Debi Besser |
| <p>Subrecipient Agency: DOH</p> <p>Description: This project continued to improve the analytical utility of the data in the Washington State Emergency Department Data System (ESSENCE) and expanded its use for traffic related injury surveillance. Process improvement and continued partner engagement contributed to long-term program sustainability, informed use cases for the data, and supported technical assistance to our users including Target Zero partner agencies.</p> <p>Results: This project has resulted in substantial improvements for ESSENCE in several regards. First, work in onboarding and initial data validation have resulted in the inclusion of 25 additional hospitals and 589 additional outpatient clinics during this performance period. While they fell short of achieving the goal of having all 98 emergency departments in production during this grant term, they continue to remain optimistic as a result of a continued onboarding progress. Through this project, they have executed data sharing agreements with an additional 19 partner agencies, offered 18 in-person training opportunities, increased the number of active users of the data by at least 20, and developed and shared system documentation and data use cases for the benefit of data users. Furthermore, they have engaged in projects to develop our capability to monitor and improve the quality of the data and have completed exploratory projects to understand</p> | | |

its value for understanding the burden of traffic injuries. Finally, they are on schedule to implement a rule regulating the submission and handling of this data which will support the program in bringing lagging facilities on board while also supporting the indefinite sustainment of this important work.

| | | |
|---------------------|------------------------------|------------------------------|
| Fund Source 405c | Amount Approved \$118,824 | Amount Expended \$115,338 |
|---------------------|------------------------------|------------------------------|

| | | |
|--|--------------------------------|--------------------------------|
| Project Title Electronic DUI Processing | Federal Project # M3DA18-02 | Program Manager Debi Besser |
|--|--------------------------------|--------------------------------|

Subrecipient Agency: WSP

Description: This project provided funds to develop integrated functionality within SECTOR that allows users to complete the current DUI process and associated administrative tasks electronically. These tasks include data collection, form printing, information storing, administrative processing, routing, data retention, and the two-way transmission of information. The system should provide for a data source capable of report creation, data distribution, and extraction resulting in impactful decision making and efficient, accurate, timely prosecution.

Results: The vendor selected to develop this project gathered requirements, engaged with needed stakeholders, provided regular project management updates, and reporting, created documentation, and demonstrated the functionality to multiple stakeholder groups. However, when the code was actually deployed to the SECTOR environment, it did not function as designed, and caused additional issues. This project paid for the deliverables and work that was adequately completed, and WSP is continuing to work with the vendor at their own cost to implement code that works as designed.

| | | |
|---------------------|------------------------------|------------------------------|
| Fund Source 405c | Amount Approved \$354,000 | Amount Expended \$294,596 |
|---------------------|------------------------------|------------------------------|

| | | |
|---------------------------------|--------------------------------|--------------------------------|
| Project Title PTCR Re-Design | Federal Project # M3DA18-03 | Program Manager Debi Besser |
|---------------------------------|--------------------------------|--------------------------------|

Subrecipient Agency: WSDOT

Description: This project, managed jointly by WSDOT and WSP Collision Records, updated the state Police Traffic Crash Report to meet the Model Minimum Uniform Crash Criteria serious injury reporting requirements outlined in the FAST Act and NHTSA's recommendation that states review their crash forms at least once every five years.

Results: Through a team approach that incorporated various stakeholder inputs, changes have been incorporated into the form design. These changes will increase Washington compliance with the Federal Model Minimum Uniform Crash Criteria Guideline from 68 percent to a projected 93 percent, to be confirmed during an audit by NHTSA in January 2019.

New paper forms have been printed and are being stored at the WSP warehouse. WSDOT is working with the technical partner groups to update the crash schema in

connected partner systems. The changes will be incorporated into SECTOR by WSP in the first part of 2019 and the go live date will be April 1, 2019. This will meet the Suspected Serious Injury requirements in the FAST Act.

| | | |
|---------------------|------------------------------|-----------------------------|
| Fund Source 405c | Amount Approved \$100,000 | Amount Expended \$18,608 |
|---------------------|------------------------------|-----------------------------|

| | | |
|--|--------------------------------|--------------------------------|
| Project Title Enforcement Data Visualization | Federal Project # M3DA18-04 | Program Manager Debi Besser |
|--|--------------------------------|--------------------------------|

Subrecipient Agency: WSP

Description: This project was designed to further enhance the functionality of the WSP Enforcement Database to provide dynamic, customizable, data-driven visualization for predictive analytics in the interest of public safety for law enforcement and the public.

Results: The grantee withdrew their grant request due to competing projects and a lack of resources to dedicate to the project.

| | | |
|---------------------|------------------------------|------------------------|
| Fund Source 405c | Amount Approved \$125,000 | Amount Expended \$0 |
|---------------------|------------------------------|------------------------|

| | | |
|--|--------------------------------|--------------------------------|
| Project Title Roadway Inventory System Integration | Federal Project # M3DA18-05 | Program Manager Debi Besser |
|--|--------------------------------|--------------------------------|

Subrecipient Agency: WSDOT

Description: This project was designed to implement the recommendations of the FFY 2017 "Roadway Inventory System Modernization" feasibility study, further developing capabilities to steward, integrate, and share roadway data through a spatial Linear Referencing System (LRS). The project design also included adding additional roadway data elements.

Results: WSDOT declined this grant because they felt that more work needed to be done on their internal data and business process development before continuing their LRS modernization efforts.

| | | |
|---------------------|------------------------------|------------------------|
| Fund Source 405c | Amount Approved \$120,000 | Amount Expended \$0 |
|---------------------|------------------------------|------------------------|

| Project Title WEMSIS Data Enhancement | Federal Project # M3DA18-06 | Program Manager Debi Besser |
|--|--------------------------------|--------------------------------|
| <p>Subrecipient Agency: DOH</p> <p>Description: This project enabled DOH to:</p> <ul style="list-style-type: none"> • Recruit and onboard new EMS organizations, improving geographic representation. • Analyze and better understand the data completeness and quality so they could engage data providers in addressing data quality issues. • Test, finalize, and document data linkage procedures to make WEMSIS more compatible with other data systems. <p>Results: DOH on-boarded and received data from over 40 additional providers (from 154 agencies at the beginning of the cycle to 199 agencies). Finalizing the data preparation and cleaning procedures resulted in their ability to:</p> <ul style="list-style-type: none"> • Work to better understand data completeness and quality • Establish and finalize an analytical dataset for internal use <p>The work to assess data completeness and quality helped identify areas of concern, and culminated in a statewide data completeness and quality report published on the department website.</p> <p>A WEMSIS v3 data dictionary and procedure desk book was produced to allow standard data entry and data preparation activities. This, along with the documented data integration procedure, will be used by program staff for collaborative projects with other data systems.</p> | | |
| Fund Source 405c | Amount Approved \$134,060 | Amount Expended \$108,856 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| SECTOR eLearning | M3DA18-07 | Debi Besser |
| <p>Subrecipient Agency: Washington Association of Sheriffs and Police Chiefs (WASPC)</p> <p>Description: This project provided for the creation of a SECTOR eLearning class that can be delivered anytime/anywhere, creating a savings to both local agencies and the state. This ensures that newly hired officers can learn to use the system correctly, maintaining quality data and widespread use of SECTOR. Until the new eLearning class is ready for use, WASPC continues to provide in-person training.</p> <p>Results: As the eLearning module was developed, 10 regional classes were provided over the course of the year. The classes hosted 7-12 attendees. Additional classes were provided at the WSP Academy and Camas PD.</p> <p>To facilitate the development of the eLearning module, the project team gathered requirements, developed the RFP, evaluated responses, and selected the vendor. The contract was signed and the contractor, Focus EduVation, delivered the first milestone -- a business/work plan. The remaining portion of the project will be completed as part of a FFY 2019 grant project.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405c | \$125,000 | \$65,949 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| TRC Training and Coordination | M3DA18-08 | Debi Besser |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This project addresses the TRC coordination and training needs:</p> <ul style="list-style-type: none"> • Attendance at the Traffic Records Forum for eTRIP governance team members. • Creation and maintenance of collaboration tools for eTRIP governance to improve operations. • Maintenance of TRC website for communication and coordination. <p>Results: Five eTRIP governance team members attended the Traffic Records Forum in Milwaukee, Wisconsin, August 12-15, 2018.</p> <p>The eTRIP Operations Managers developed requirements, evaluated options, and selected BOX as the tool. BOX was contracted on the Washington State master contract, the eTRIP instance (site) was set up, and the team was trained on its operation.</p> <p>The TRC determined that the website was no longer serving any business function, and the few important documents and links were transferred to WTSC's Traffic Records page. Therefore, www.trafficrecords.wa.gov is no longer functioning.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405c | \$35,000 | \$22,275 |

| Project Title Traffic Records Emerging Projects | Federal Project # M3DA18-09 | Program Manager Debi Besser |
|--|--------------------------------|--------------------------------|
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This project reserved funding for unanticipated Traffic Records 405c qualifying projects that are identified during the grant year, and need to be addressed before the following grant cycle.</p> <p>Results: There were no applications submitted for use of these funds, so no projects were executed.</p> | | |
| Fund Source 405c | Amount Approved \$50,000 | Amount Expended \$0 |

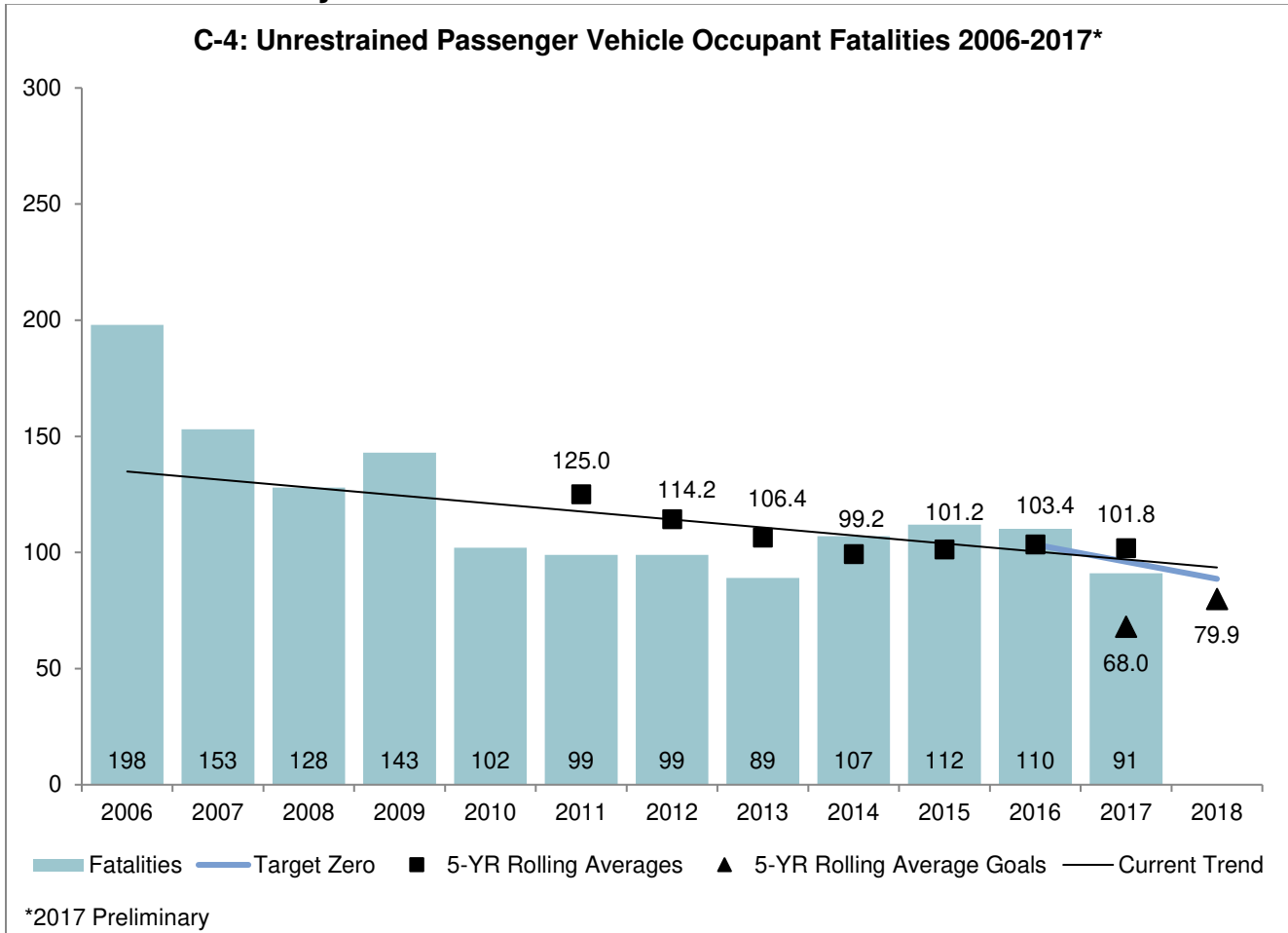
| Project Title Data Integration | Federal Project # M3DA18-10 | Program Manager Staci Hoff |
|---|--------------------------------|-------------------------------|
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This grant provided funding for two positions:</p> <ul style="list-style-type: none"> • Data Integration Specialist (DIS): The DIS develops and implements the method for integrated traffic records using the Statistical Analysis System (SAS) Data Quality Suite. The DIS also develops data governance for the linked information and leads/facilitates the Data Integration Subcommittee of the Traffic Records Committee. • Senior Research Associate: This is a research position primarily in place to perform in-house analysis and research on integrated traffic records. This is necessary to keep utilization of the information going during the development of data governance and data access protocols. <p>This grant also covers the annual licensing cost of the SAS Data Quality Suite.</p> <p>Results: The Senior Research Associate was hired and began March 2018. We stopped the crash-license linkage due to incorrect approach and assumptions. We redirected the project to focus on crash de-duplication. Crash data 2009-2016 was de-duplicated and went through quality assurance. Through this process we had to abandon any date quality assurance rules and accept only deterministic date matches due to limitations with the data management system. Crash was linked to toxicology 2012-2016, however these results have not been reviewed or controlled for quality. The WTSC had to terminate its contract with DOL due to limited resources to conduct the required security audit. The Data Integration Specialist left the position for another job September 2018. Due to ongoing challenges and limited capacity, the Data Integration Specialist position has been eliminated and we are working to transfer this program to another agency.</p> | | |
| Fund Source 405c | Amount Approved \$233,400 | Amount Expended \$203,540 |

OCCUPANT PROTECTION

Problem Statement

Unrestrained passenger vehicle occupant fatalities increased 6.1 percent in 2015-2017 (313) compared with 2012-2014 (295), however as a factor in fatal crashes, unrestrained occupants decreased to 18.9 percent of traffic fatalities in 2015-2017 compared to 22.1 percent 2012-2014.

Performance Analysis



SOURCE: WA FARS

Performance Target C-4

Decrease unrestrained passenger fatalities by 21.2 percent from the FARS-ARF 2011-2015 baseline rolling average of 101.4 to 79.9 by December 31, 2018.

Preliminary Performance Report C-4

Preliminary 2013-2017 rolling average shows there were an average of 101.8 unrestrained passenger fatalities, missing the HSP 2017 target of 68 by 49.7 percent.

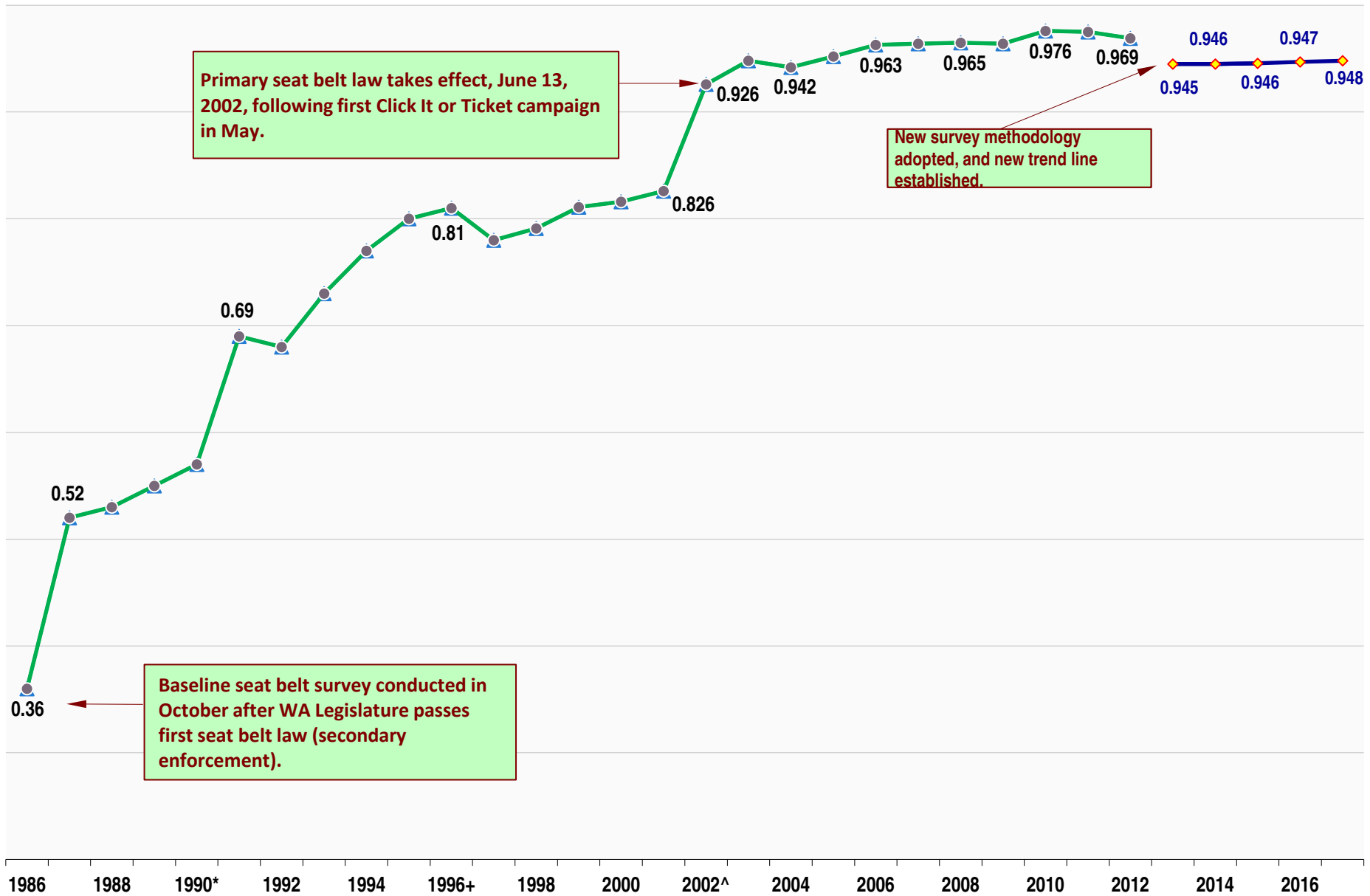
Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

Observed Seat Belt Use Rates in Washington, 1986-2017

By Year, Percent of Front-Seat Motorists Observed Using Restraints

Source: WTSC Annual Seat Belt Use Observation Survey



FFY 2018 Occupant Protection Projects

| Project Title Child Passenger Safety Program | Federal Project # M1CPS18-01 | Program Manager Scott Waller |
|---|---------------------------------|---------------------------------|
| <p>Subrecipient Agency: City of Bonney Lake</p> <p>Description: This grant covered all costs associated with sustaining and improving the state's Child Passenger Safety (CPS) program. This included the project manager, promoting statewide media and education, and managing a grant process for the child passenger safety teams. Additionally the grant provided support for the following:</p> <ul style="list-style-type: none"> • Courses to acquire national certification • Network of currently certified car seat technicians for recertification • Current and future car seat inspection services <p>Results: A total of 14 Child Passenger Safety Technician certification courses and one renewal course were held during the grant period with 136 new technicians added to the network. There is now a total of 483 technicians in Washington. Approximately 6,600 car seat inspections were conducted and reported to the Project Manager. One-hundred and thirty-one people participated in the online Car Seat Awareness for Law Enforcement training. Two additional technicians participated in the online Train-the-Trainer to allow them to teach the statewide curriculum.</p> <p>The Washington Safety Summit provided an opportunity to gain four Continuing Education Units for recertification, online resources were provided to the technician network, and grant funding provided local teams opportunity to bring in seat sign-off and Continuing Education Units service providers.</p> <p>Child Passenger Safety educational materials (78,409 pieces total) were distributed free of charge to localized CPS teams through the state “myPrint” website.</p> <p>No changes were made to the state’s CPS law; however, the American Academy of Pediatrics did modify their position on child restraint use. Updates to educational materials began in 2018 and will conclude in 2019.</p> | | |
| Fund Source 405b | Amount Approved \$292,200 | Amount Expended \$267,545 |

| | | |
|--|---------------------------------|-----------------------------------|
| Project Title Seat Belt Statewide HVE | Federal Project # M1HVE18-01 | Program Manager Jerry Noviello |
|--|---------------------------------|-----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: The seat belt mobilization project funded overtime for local law enforcement agencies to participate in the national/statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant worked in conjunction with the WSP Traffic Safety Block Grant, M1*PT18-01. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols.

Results:

| | | | |
|------------------|-------|--------------------------------|-----|
| OT Hours | 1,444 | Reckless Driving | 2 |
| Total Contacts | 4,652 | Negligent Driving | 10 |
| Total Citations | 3,163 | Intermediate Driver License | 5 |
| DUI | 13 | DWLS/Revoked License | 129 |
| Speeding | 569 | No Valid Operator's License | 80 |
| Cell Phone Use | 477 | Ignition Interlock | 10 |
| Texting | 191 | Other Arrests (Warrants, etc.) | 57 |
| Seat Belt | 838 | Equipment Violations | 79 |
| Child Car Seat | 43 | Other Moving Violations | 242 |
| Seat Belt Misuse | 64 | Non-Moving Violations | 166 |
| No Insurance | 166 | Stolen Vehicles Recovered | 1 |

| | | |
|---------------------|------------------------------|-----------------------------|
| Fund Source 405b | Amount Approved \$130,000 | Amount Expended \$95,895 |
|---------------------|------------------------------|-----------------------------|

| | | |
|--|--|-----------------------------------|
| Project Title Paid Media – Seat Belts | Federal Project # M1*PM18-01 PM18-01 | Program Manager Erica Stineman |
|--|--|-----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: This project supported 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.

Results: For the “Click it or Ticket” HVE campaign, we targeted young men, Latino young men, Native American young men ages 16-24, and rural men aged 55 and older. The campaign aired 5,815 spots and garnered more than 18 million impressions.

| | | |
|---------------------|------------------------------|------------------------------|
| Fund Source 405b | Amount Approved \$131,500 | Amount Expended \$131,500 |
| 402 | \$131,500 | \$131,554 |

Project Title
WSP HVE Block Grant – Seat
Belt Enforcement

Federal Project #
M1*PT18-01

Program Manager
Jerry Noviello

Subrecipient Agency: WSP

Description: The Seat Belt HVE project funded overtime for the WSP to participate in one statewide mobilization and local flex patrols with the goal of reducing driving fatalities and serious injuries. This grant worked in concert with the local law enforcement overtime grants for seat belt enforcement. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols.

Results:

| | | | |
|------------------|----------|-----------------------------|-----|
| OT Hours | 6,511.27 | Reckless Driving | 17 |
| Total Violations | 23,904 | Negligent Driving | 27 |
| Total Citations | 7,687 | Intermediate Driver License | 2 |
| DUI | 315 | DWLS/Revoked License | 342 |
| Speeding | 4,927 | No Valid Operator's License | 146 |
| Cell Phone Use | 145 | Ignition Interlock | 33 |
| Seat Belt | 437 | Stolen Vehicles Recovered | 1 |
| Child Car Seat | 50 | No Insurance | 320 |

Fund Source
405b

Amount Approved
\$133,000

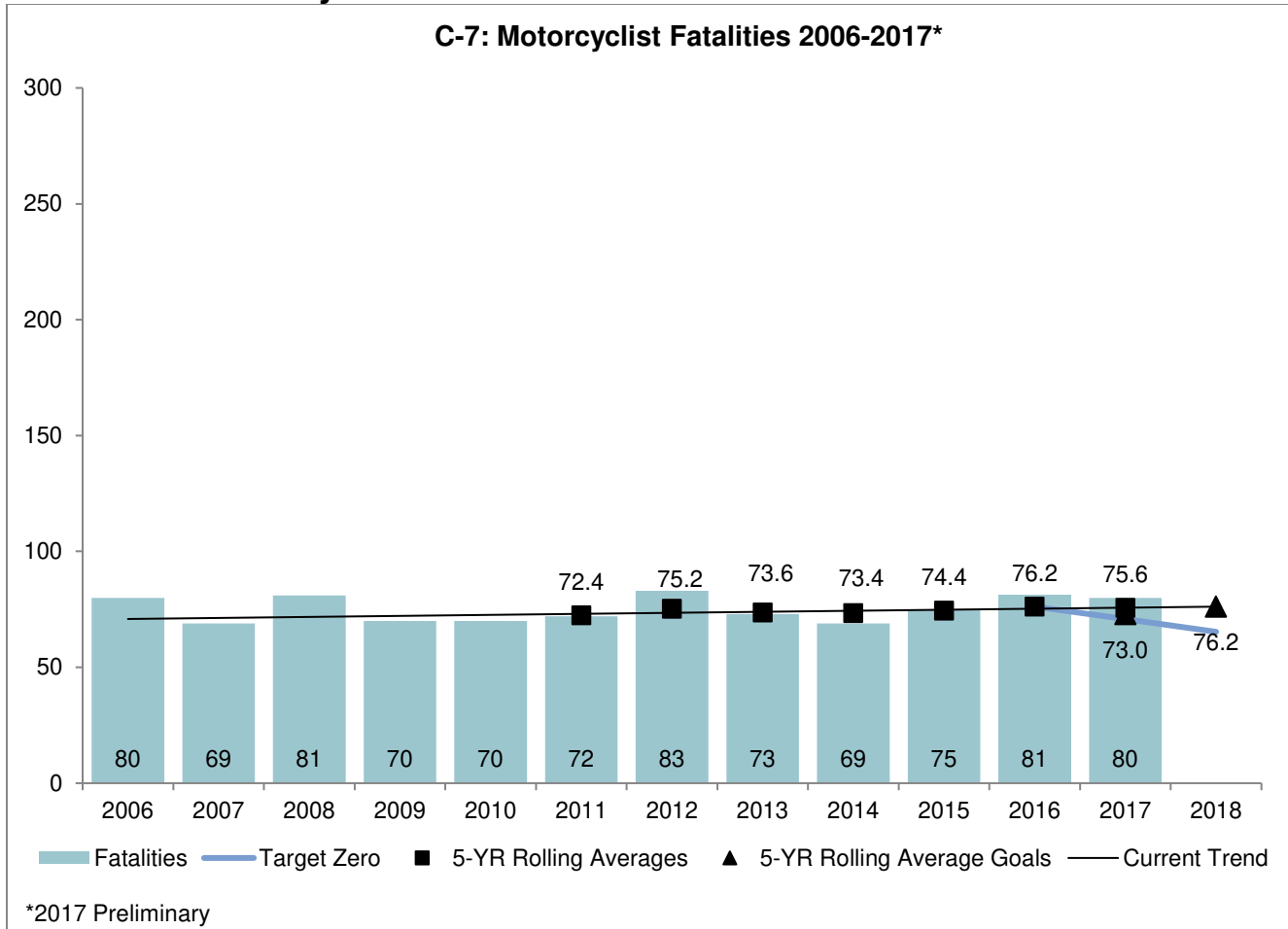
Amount Expended
\$115,935

MOTORCYCLES

Problem Statement

From 2015-2017 motorcyclist fatalities comprised 14.3 percent of traffic fatalities, down from 16.8 percent from 2012-2014. This represents a 4.9 percent increase in motorcyclist fatalities (236) from 2012-2014 (225). From 2015-2017, 21.2 percent of motorcycle drivers involved in fatal crashes were alcohol impaired, compared to only 15.2 percent of passenger vehicle drivers, and 44.0 percent were positive for drugs, compared to 25.2 percent of passenger vehicle drivers. From 2015-2017, six motorcyclist fatalities involved no helmet or non-compliant helmet use.

Performance Analysis



SOURCE: WA FARS

Performance Target C-7

Maintain a flat or decreasing trend of motorcyclist fatalities by achieving a rolling average of 76.2 by December 31, 2018. This represents a 1.9 percent increase from the FARS-ARF 2011-2015 baseline (74.8), but is a 0.3 percent decrease from the most recent best available data (WA-FARS 2012-2016 average, 76.4).

Preliminary Performance Report C-7

Preliminary 2013-2017 rolling average shows there were an average of 75.6 motorcyclist fatalities, missing the HSP 2017 target of 73 by 3.6 percent.

Performance Target C-8

Decrease unhelmeted motorcyclist fatalities by 100 percent from the FARS-ARF 2015 baseline calendar year of 4 to 0 by December 31, 2018.

Preliminary Performance Report C-8

Preliminary 2017 shows there were 0 unhelmeted motorcyclist fatalities, achieving the HSP 2017 target of 0.

FFY 2018 Motorcycle Projects

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Motorcycle HVE | 164AL18-04 | Mark Medalen |
| Subrecipient Agency: WTSC Internal Project | | |
| Description: This grant provided overtime funding for local law enforcement agencies in Pierce, King, and Snohomish Counties to participate in a motorcycle safety project. Patrols occurred in locations with a high number of fatal and serious injury motorcycle crashes. Law enforcement officers contacted all motor vehicles including cars and motorcycles that committed infractions known to cause serious crashes. | | |
| Results: Overtime patrols occurred July 6-22, 2018. Patrol locations followed data maps showing the fatal and serious injury motorcycle crashes in the three counties from 2012-2016. A combined total of 29 law enforcement agencies including WSP participated in the motorcycle safety enforcement. Emphasis Patrol Activity Logs show traffic stops of both motorcycles and other motor vehicles for infractions/citations including speeding, impaired driving, reckless driving, equipment violations, seatbelts, and texting/cell phone usage. Citations were also written for no valid driver license, DWLS, no motorcycle license endorsement, and no insurance. Some motorcycles and motor vehicles were also impounded. | | |
| Fund Source | Amount Approved | Amount Expended |
| 164 Transfer | \$100,000 | \$74,472 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Paid Media - Motorcycles | PM18-01 | Erica Stineman |
| Subrecipient Agency: WTSC Internal Project | | |
| Description: As part of behavioral change of drivers to reduce traffic deaths and serious injuries, our number one communications goal for mobilizations was to reach our primary target demographic as identified by state and local data analyses. This grant funded paid media as a component of HVE motorcycle safety campaigns. | | |
| Results: Purchased media included billboards, live radio reads, and social media advertisements designed to let riders and drivers know about the extra enforcement which was focused on keeping motorcycle riders and drivers safe. | | |
| The "It's A Fine Line" campaign continues to expand our social media followers online. The performance reports show audience growth each month. The law enforcement | | |

campaign saw an increase in driver and rider awareness. Serious injury and fatality data for motorcycle riders in the three counties are being reviewed each year to see if this campaign reduces crashes. The campaign aired 1,125 spots and garnered 5 million impressions.

| | | |
|--------------------|------------------------------|------------------------------|
| Fund Source 402 | Amount Approved \$150,000 | Amount Expended \$100,108 |
|--------------------|------------------------------|------------------------------|

| | | |
|--|---|---------------------------------|
| Project Title Motorcycle Training and Awareness | Federal Project # M9X18-01 164AL18-03 | Program Manager Mark Medalen |
|--|---|---------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: The goal of WTSC’s Motorcycle Safety Program is to reduce and eventually eliminate motorcycle crashes that result in fatalities and serious injuries. This project worked in coordination with DOL’s training and motorist awareness projects as part of the Washington Motorcycle Safety Program. We continued to increase the number of endorsed and trained riders on Washington’s roads and increase motorist awareness of motorcycles.

Results: The “It’s A Fine Line” campaign continued to gain social media followers online. The Creative Media Alliance (CMA) performance reports show growth each month where we expanded our audience. Several new short training videos were produced educating riders on the importance of sober riding, negotiating curves and corners, track training, following distance, and rider education at beginner and advanced levels.

Our programs continued to promote motorist awareness of motorcycles, encourage rider training and education for all rider levels, and reduce those crash causation factors present in motorcycle fatalities. Project materials included original videos, website blogs and social media including Facebook, Twitter, and YouTube marketing, road signs (Watch Out For Motorcycles), outreach to motorcycle clubs and dealers including in-store digital signage and print materials, and content distribution for club newsletters.

In 2013-2017, there was an average of 71 motorcycle fatalities each year in Washington, with 2017 above average with 79 fatalities. A majority of these fatal crashes are single vehicle (another motor vehicle was not involved) and caused by rider error (75 percent). We will continue working to educate riders about the safety benefits of training, and the importance of riding safe, sober, endorsed, and within his or her skill level.

| | | |
|-------------------------------------|---|------------------------------------|
| Fund Source 405f 164 Transfer | Amount Approved \$50,000 \$50,000 | Amount Expended \$47,600 \$0 |
|-------------------------------------|---|------------------------------------|

| | | |
|--|--|---|
| <p>Project Title DOL Motorcycle Safety</p> | <p>Federal Project # M9X18-02 M9X18-03 M9X18-04 M9X18-05</p> | <p>Program Manager Mark Medalen</p> |
|--|--|---|

Subrecipient Agency: DOL

Description: DOL implemented beginner and advanced rider training and motorist awareness programs through this grant following the NHTSA recommendations and funding eligibility. This grant also provided funding to bring in a federal team to conduct a motorcycle safety program assessment. More information can be found at <http://www.dol.wa.gov/driverslicense/motorcycles.html>.

Results:

Project 1: Training Older Riders

DOL created outreach materials aimed at older riders, an age group who are over-represented in fatal and serious injury crashes. These materials were created to reach existing older riders but multiple versions were produced that will work well with any segment of the riding community. No funding was spent on the actual disbursement of these messages on social media or any other media during this grant year. The program does intend to use these materials as part of a similar project on the 2019 grant.

Project 2: Evaluate the Training Curricula

Washington has always used the Motorcycle Safety Foundation curriculum as its only approved endorsement level training. Multiple options exist which creates an environment for riders to choose the right fit for them, which will allow them to learn skills and behavior that will make them a better rider and potentially save their life. The project resulted in two new curricula being approved and are now in use by four different schools. Results include:

- Four new and one updated curricula were evaluated as part of this project.
- One of the new and the one updated curricula met Washington standards and are now approved for use in Washington.
- Four schools, three in the Puget Sound region and one in Spokane, have taken advantage of these new courses and are now offering them to students.

Project 3: Graduated Motorcycle Endorsement

DOL researched a graduated system where there are multiple levels of an endorsement (graduated licensing) where a person must gain skills and experience through a stepped process. Through this evaluation of other jurisdictions it was determined that this process is not in place in any other state in the U.S. but is a common practice in other areas of the world. These other areas that do have a graduated process (e.g. Europe, Asia, and Australia) have a much lower collision and fatality rate for motorcycles.

This graduated licensing system was included in draft legislation approved by the Governor's Office for the 2019 session.

Project 4: Instructor Development

An Instructor Preparation course was held March-April 2018. This four-weekend course was aimed to address an expressed need for more instructors especially in the North Puget Sound region. This Instructor Preparation course resulted in seven new instructors being certified as instructors. Two rounds of continuing education for instructors (updates) were held during this grant year. The Fall 2017 updates were held in five locations around the state in October and November. This round focused on collision statistics and where training can address and hopefully reduce the causes. The fall round was attended by approximately 100 instructors. The spring 2018 updates were held in six locations around the state in March and April. The focus this time was on improving our current skills and knowledge tests. The instructors were asked to suggest new or modified questions and skill runs to add to both tests. The spring round was attended by over 100 instructors.

Two members of the Washington Motorcycle Safety Program (WMSP) team attended the 2018 National Association of State Motorcycle Safety Administrators (SMSA) conference in Sacramento, California, September 12-16. This was a five-day conference with breakout sessions on topics ranging from data collection, curriculum improvements, and safety gear. This information will be used in future updates and to inform other program members.

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|---------------------|------------------------------|----------------------------|
| Fund Source 405f | Amount Approved \$100,000 | Amount Expended \$5,655 |
|---------------------|------------------------------|----------------------------|

| | | |
|--|---------------------------------|-----------------------------------|
| Project Title WSP HVE Block Grant – Motorcycle Enforcement | Federal Project # M1*PT18-01 | Program Manager Jerry Noviello |
|--|---------------------------------|-----------------------------------|

Subrecipient Agency: WSP

Description: This project funded overtime for the WSP to participate in motorcycle safety patrols with the goal of reducing driving fatalities and serious injuries. The WTSC provided funds in other projects to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols.

Results:

| | | | |
|------------------|----------|-----------------------------|-----|
| OT Hours | 6,511.27 | Reckless Driving | 17 |
| Total Violations | 23,904 | Negligent Driving | 27 |
| Total Citations | 7,687 | Intermediate Driver License | 2 |
| DUI | 315 | DWLS/Revoked License | 342 |
| Speeding | 4,927 | No Valid Operator's License | 146 |
| Cell Phone Use | 145 | Ignition Interlock | 33 |
| Seat Belt | 437 | Stolen Vehicles Recovered | 1 |
| Child Car Seat | 50 | No Insurance | 320 |

| | | |
|---------------------|------------------------------|-----------------------------|
| Fund Source 405b | Amount Approved \$100,000 | Amount Expended \$94,134 |
|---------------------|------------------------------|-----------------------------|

PEDESTRIANS AND BICYCLISTS

Problem Statement

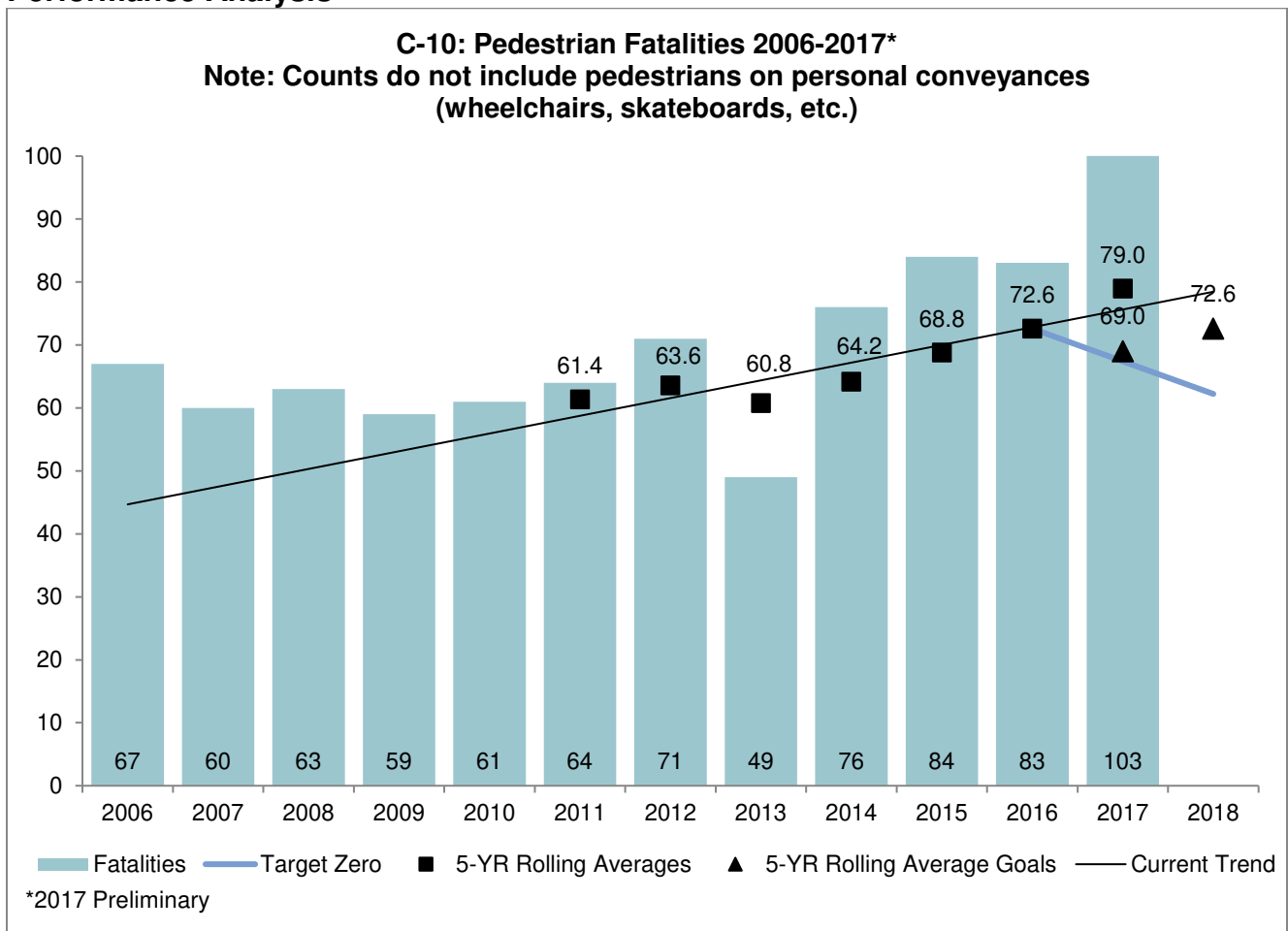
Pedestrians

From 2015-2017, pedestrians comprised 16.3 percent of traffic fatalities, compared to 14.7 percent of fatalities 2012-2014. Pedestrian fatalities increased 37.8 percent in 2015-2017 (270) from 2012-2014 (196). In 2017, 103 pedestrians were killed, the highest number in decades.

Bicyclists

From 2015-2017, bicyclists comprised 2.7 percent of traffic fatalities, up from 2.2 percent 2012-2014. However, bicyclist fatalities increased 55.2 percent in 2015-2017 (45) from 2012-2014 (29). In 2016, 17 bicyclists were killed, the highest number in decades. In both 2015 and 2017, 14 bicyclists were killed.

Performance Analysis



SOURCE: WA FARS

Performance Target C-10

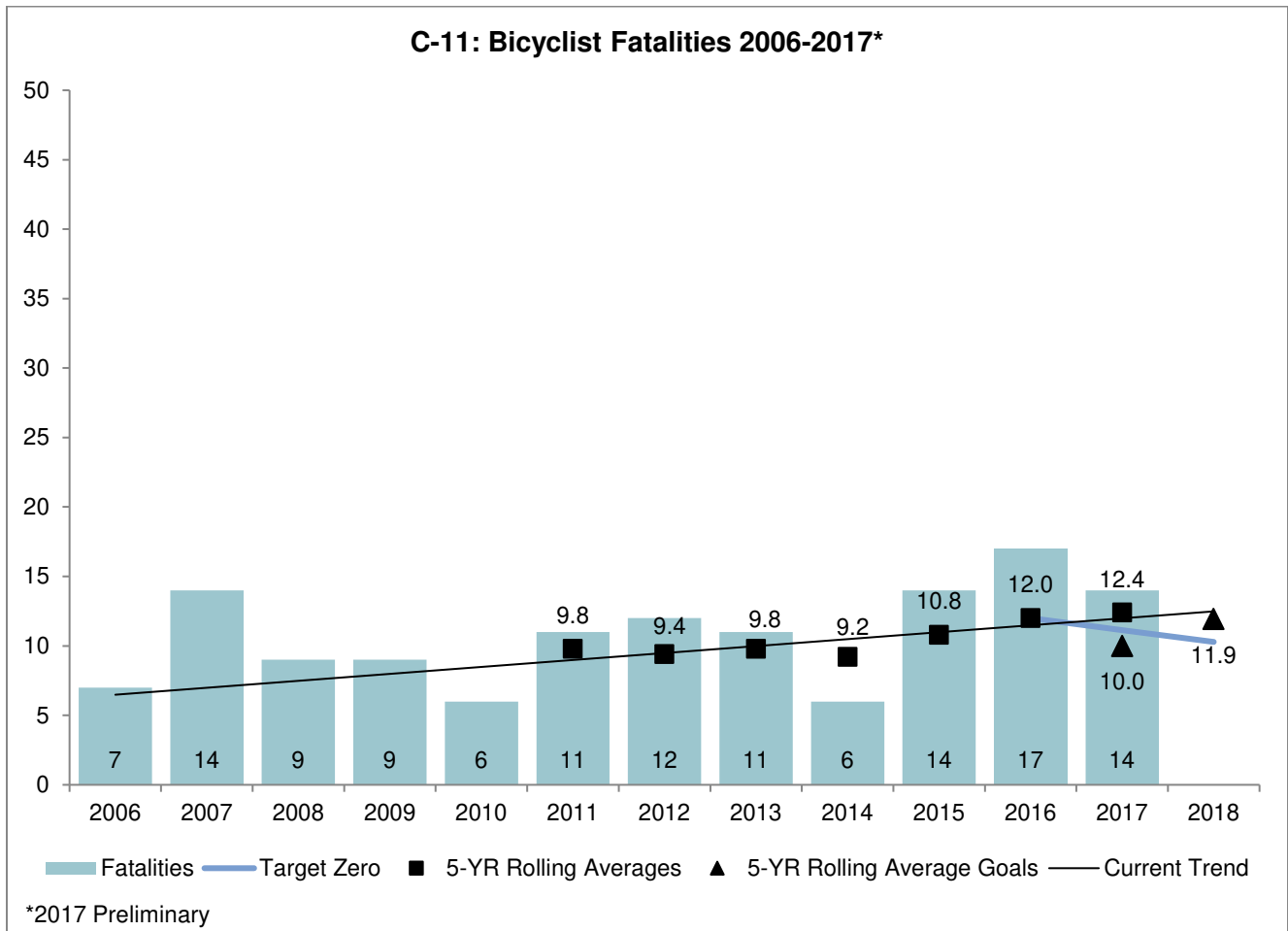
Maintain a flat or decreasing trend of pedestrian fatalities by achieving a rolling average of 72.8 by December 31, 2018. This represents a 5.5 percent increase from the FARS-ARF 2011-2015 baseline (69), but is a maintenance goal from the most recent best available data (WA-FARS 2012-2016 average, 72.8).

Preliminary Performance Report C-10

Preliminary 2013-2017 rolling average shows there were an average of 79 pedestrian fatalities, missing the HSP 2017 target of 69 by 14.5 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.



SOURCE: WA FARS,

Performance Target C-11

Maintain a flat or decreasing trend of bicyclist fatalities by achieving a rolling average of 11.9 by December 31, 2018. This represents a 10.2 percent increase from the FARS-ARF 2011-2015 baseline (10.8), but is a 0.8 percent decrease from the most recent best available data (WA-FARS 2012-2016 average, 12).

Preliminary Performance Report C-11

Preliminary 2013-2017 rolling average shows there were an average of 12.4 bicyclist fatalities, missing the HSP 2017 target of 10 by 24 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Pedestrian and Bicycle Projects

| | | |
|---|---------------------------------------|---|
| <p>Project Title Whatcom County Pedestrian Safety</p> | <p>Federal Project # FHX18-01</p> | <p>Program Manager Scott Waller</p> |
| <p>Subrecipient Agency: Whatcom Council of Governments</p> <p>Description: This project was created to support the implementation of a countywide pedestrian safety education campaign and targeted crosswalk enforcement. The city of Bellingham coordinated a World Day of Remembrance event in November 2017 to highlight the number of people injured and killed on Whatcom County roads.</p> <p>Results: The Whatcom County World Day of Remembrance event was held at the Bellingham Farmers’ Market. There were 18 volunteers and over 50 community participants. The event included speakers from Bellingham and Whatcom County police and fire agencies as well as a member of a local family who lost a loved one in a traffic crash. Other local law enforcement personnel present included the Lummi Nation, city of Ferndale, and LCB. The event concluded with a short walk along the South Bay Trail to honor and remember the 148 individuals who have been killed in traffic crashes over the last 10 years in Whatcom County.</p> <p>Bellingham PD ticketed 30 individuals for failing to yield to pedestrians, and hundreds witnessed the action. The Bellingham Herald covered the activity with a two-page story including the cover.</p> | | |
| <p>Fund Source 405h</p> | <p>Amount Approved \$25,080</p> | <p>Amount Expended \$12,465</p> |

| Project Title Spokane County Pedestrian Safety Zones | | Federal Project # FHX18-02 | Program Manager Scott Waller | | | | | | | | | | | | | | | | | | | | |
|--|-----------------------------|--|---------------------------------|---------------------------|--|-----------------|-----|--|---|---------------------------------|----|---|----|----------|-----|--|--|----------------|----|--|--|--|--|
| <p>Subrecipient Agency: Spokane County Department of Engineering and Roads</p> <p>Description: The primary goal of this project was to reduce pedestrian fatalities and serious injuries in Spokane County by conducting a data-driven educational and HVE campaign focusing in high pedestrian activity areas in the city of Spokane and Spokane Valley. Both cities utilize engineering and construction improvements for their community members to provide a safer walkable and biking environment.</p> <p>Results: There were 10 pedestrian emphasis patrols with more than 355 law enforcement overtime hours. There were more than 530,000 media impressions, mostly from short traffic safety messages on social media.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Citations for Drivers</th> <th></th> <th>Citations for Pedestrians</th> <th></th> </tr> </thead> <tbody> <tr> <td>Total Citations</td> <td>630</td> <td>Failure to Obey Pedestrian Signals Citations</td> <td>8</td> </tr> <tr> <td>Failure to Stop For Pedestrians</td> <td>99</td> <td>Failure to Obey Pedestrian Signals Warnings</td> <td>67</td> </tr> <tr> <td>Speeding</td> <td>136</td> <td></td> <td></td> </tr> <tr> <td>Cell Phone Use</td> <td>92</td> <td></td> <td></td> </tr> </tbody> </table> | | Citations for Drivers | | Citations for Pedestrians | | Total Citations | 630 | Failure to Obey Pedestrian Signals Citations | 8 | Failure to Stop For Pedestrians | 99 | Failure to Obey Pedestrian Signals Warnings | 67 | Speeding | 136 | | | Cell Phone Use | 92 | | | | |
| Citations for Drivers | | Citations for Pedestrians | | | | | | | | | | | | | | | | | | | | | |
| Total Citations | 630 | Failure to Obey Pedestrian Signals Citations | 8 | | | | | | | | | | | | | | | | | | | | |
| Failure to Stop For Pedestrians | 99 | Failure to Obey Pedestrian Signals Warnings | 67 | | | | | | | | | | | | | | | | | | | | |
| Speeding | 136 | | | | | | | | | | | | | | | | | | | | | | |
| Cell Phone Use | 92 | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source 405h | Amount Approved \$62,000 | Amount Expended \$50,475 | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|--|-----------------------------|-------------------------------|---------------------------------|
| Project Title Pierce County Street Smarts | | Federal Project # FHX18-03 | Program Manager Scott Waller |
| <p>Subrecipient Agency: Pierce County Traffic Safety Task Force</p> <p>Description: The goal of the Street Smarts project was to reduce pedestrian deaths and non-fatal injuries in the cities of Tacoma, Lakewood, and Puyallup. The project applied relevant traffic safety laws through enforcement and educated pedestrians and motorists about laws and safety practices in high crash zones. Road user behaviors in key pedestrian safety zones were addressed to include impairment, failure to yield the right away, distraction, and nighttime visibility.</p> <p>Results: The project team utilized public and direct road user education along with enforcement in the three cities that have had the highest number pedestrian fatalities or serious injuries over the past six years.</p> <p>During the grant year, the city of Tacoma updated flashing beacons at busy intersection crossings where pedestrians were known to cross illegally. In addition, the TZT of the WSP contacted 112 pedestrians in East Tacoma, primarily on Pacific Avenue. Many of these contacts occurred late at night and many of pedestrians contacted had been drinking at local bars and taverns. They did this at no cost to this project to educate the pedestrians because as active task force members, they thought nighttime pedestrian patrols were important.</p> <p>The projected two-year average number of pedestrian fatalities in the three cities for 2017-18 is 26.6. This number was 28.5 for the years 2013-2016.</p> | | | |
| Fund Source 405h | Amount Approved \$60,000 | Amount Expended \$51,222 | |

| Project Title Clark County Pedestrian Safety Project | Federal Project # FHX18-04 | Program Manager Scott Waller | | | | | | | | | | | | | | | | |
|---|-------------------------------|--|-----------------------|--|---------------------------|--|-----------------|-----|--|---|----------|----|---|----|----------------|----|--|--|
| <p>Subrecipient Agency: Region 6 Target Zero Task Force</p> <p>Description: Clark County conducted Pedestrian Safety Zones (PSZ) involving education, enforcement, and engineering improvements. The selection of geographic locations and target demographics of drivers and pedestrians was data-driven.</p> <p>Results: There were eight pedestrian emphasis patrols where officers contacted 700 drivers and pedestrians. There were more than 1.1 million media impressions, mostly from short traffic safety messages on social media.</p> <table border="1"> <thead> <tr> <th>Citations for Drivers</th> <th></th> <th>Citations for Pedestrians</th> <th></th> </tr> </thead> <tbody> <tr> <td>Total Citations</td> <td>166</td> <td>Failure to Obey Pedestrian Signals Citations</td> <td>8</td> </tr> <tr> <td>Speeding</td> <td>64</td> <td>Failure to Obey Pedestrian Signals Warnings</td> <td>67</td> </tr> <tr> <td>Cell Phone Use</td> <td>81</td> <td></td> <td></td> </tr> </tbody> </table> | | | Citations for Drivers | | Citations for Pedestrians | | Total Citations | 166 | Failure to Obey Pedestrian Signals Citations | 8 | Speeding | 64 | Failure to Obey Pedestrian Signals Warnings | 67 | Cell Phone Use | 81 | | |
| Citations for Drivers | | Citations for Pedestrians | | | | | | | | | | | | | | | | |
| Total Citations | 166 | Failure to Obey Pedestrian Signals Citations | 8 | | | | | | | | | | | | | | | |
| Speeding | 64 | Failure to Obey Pedestrian Signals Warnings | 67 | | | | | | | | | | | | | | | |
| Cell Phone Use | 81 | | | | | | | | | | | | | | | | | |
| Fund Source 405h | Amount Approved \$60,000 | Amount Expended \$63,418 | | | | | | | | | | | | | | | | |

| | | |
|---|-------------------------------|---------------------------------|
| Project Title Snohomish County Pedestrian Safety | Federal Project # FHX18-05 | Program Manager Scott Waller |
| <p>Subrecipient Agency: Snohomish County Sheriff's Office</p> <p>Description: The primary goal of this project was to reduce the number of overall pedestrian/bicycle collisions in Snohomish County by focusing on high concentration areas with education and enforcement for pedestrians.</p> <p>Results: The project successfully carried out seven pedestrian safety enforcement projects in five communities during the year, with more than 210 hours of law enforcement work. There were more than 62 hours of public outreach and education and more than 52,000 impressions from media messages. The areas where projects were carried out noted marked improvement in the behavior of pedestrians and drivers in high risk areas. This was particularly true in the most dangerous corridor near Mariner High School. There were no driver-pedestrian collisions reported in the enforcement intersections during the time the enforcement efforts were going on.</p> | | |
| Fund Source 405h | Amount Approved \$30,500 | Amount Expended \$27,572 |

| | | |
|--|-------------------------------|---------------------------------|
| Project Title Walla Walla Bikes on the Road | Federal Project # FHX18-06 | Program Manager Scott Waller |
| <p>Subrecipient Agency: Walla Walla County Community Health</p> <p>Description: This project was funded to develop and deliver a bicycle safety curriculum in community-based settings that focused on safe bicycle riding behaviors and practices.</p> <p>Results: Through this program, eight events were held covering Walla Walla, Waitsburg, and College Place. A total of 291 kids participated with 189 of them being fitted for a helmet. Each event consisted of five different stations. A large group of volunteers helped run the stations. Volunteers donated 297 hours of their time for the eight events. A local bicycle shop donated supplies and manpower so that each bike was checked for loose screws and tubes were replaced when needed.</p> | | |
| Fund Source 405h | Amount Approved \$7,500 | Amount Expended \$6,482 |

COMMUNITY TRAFFIC SAFETY SUPPORT

Problem Statement

Target Zero Managers

Several WTSC partners throughout the state host a resident TZM; there are currently 17 TZMs. These individuals work to deploy statewide initiatives at the local level by coordinating local law enforcement participation in emphasis patrols, working with local media and alternative sources to publicize enforcement efforts, and conducting traffic safety education in the community. By localizing these efforts, statewide programs are able to respond to local politics, attitudes, and conditions quickly and effectively.

TZMs and their local traffic safety task forces support and coordinate educational and enforcement campaigns. They also build partnerships designed to reduce the incidence of impaired driving with other public safety agencies.

Washington State is the only state in the nation that employs the task force concept, and the results we have seen to date are reflective of the important role of these coordinators in our traffic safety efforts.

TRIBAL TRAFFIC SAFETY

Problem Statement

Native American traffic fatality rates are increasingly higher than the general population. To complicate this situation, researchers and traffic safety experts agree that tribal roadway crash data is under-reported, making the death rates outlined even worse.

This concern prompted Washington to take action. In alignment with RCW 43.376, which outlines Washington's Centennial Accord, we expanded our partnerships with the 29 federally-recognized Indian tribes in the state.

TRAFFIC SAFETY PROGRAM SUPPORT

Problem Statement

Projects that support multiple programs

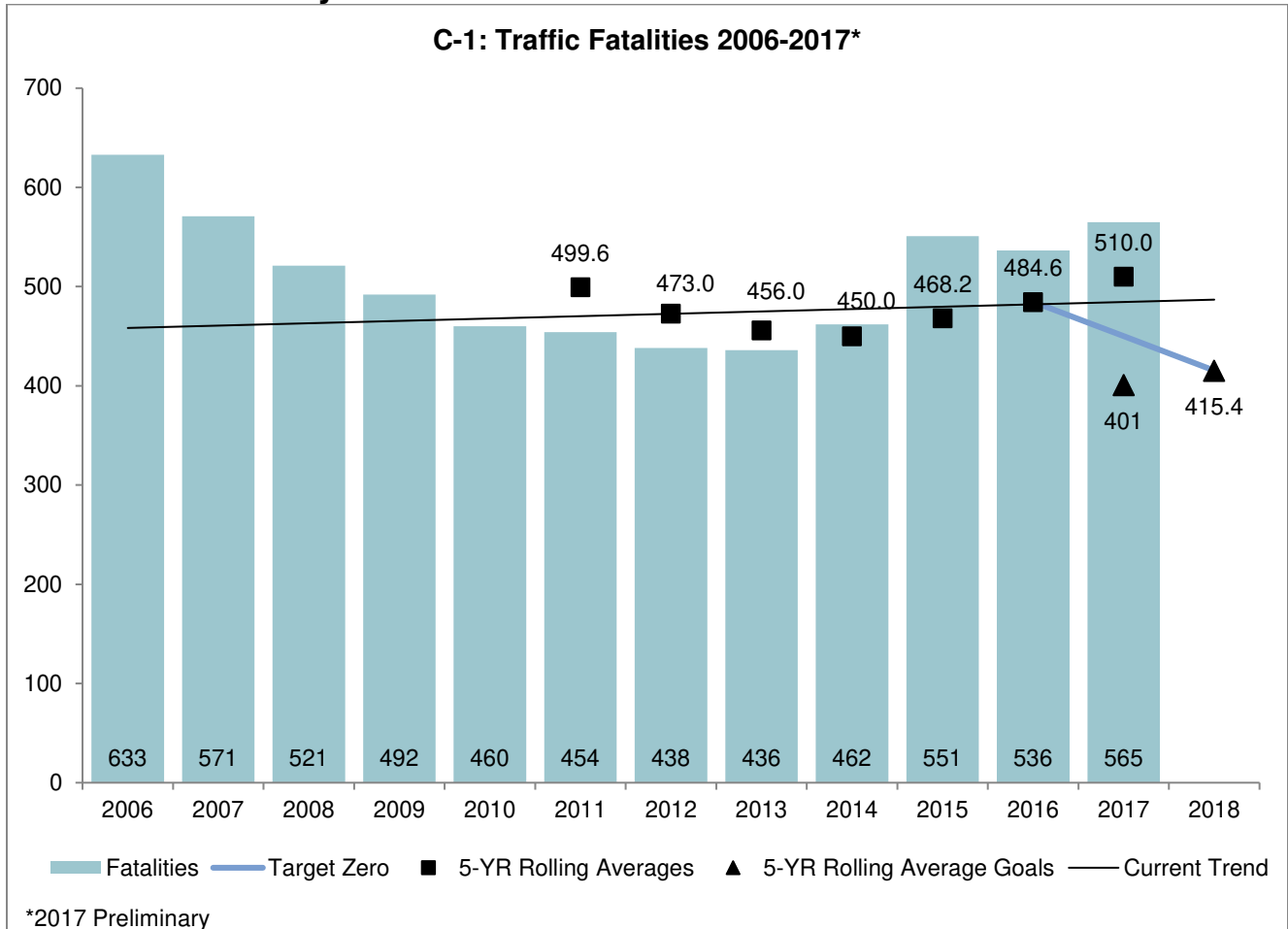
The WTSC also funds projects that all programs rely upon in order to achieve their goals. These include funding for:

- WTSC's Enterprise Management System to support grant management
- WTSC 's Target Zero Conference to support program managers and traffic safety partners
- 2019 Target Zero Plan
- www.wtsc.wa.gov, www.wtscpartners.com, www.wadrivetozero.com updates
- Communication Program work
- Planning and Administration

Problem Statement

From 2015-2017 there were 1,652 traffic fatalities, a 23.7 percent increase (1,336) from 2012-2014. Serious injuries increased by 6.7 percent, from 6,530 in 2012-2014 to 6,121 in 2015-2017. The fatality rate increased 4.3 percent in 2017 to 0.920 from 0.8882 in 2014, but remains lower than the U.S. traffic fatality rate (1.18 in 2016).

Performance Analysis



SOURCE: WA FARS

Performance Target C-1

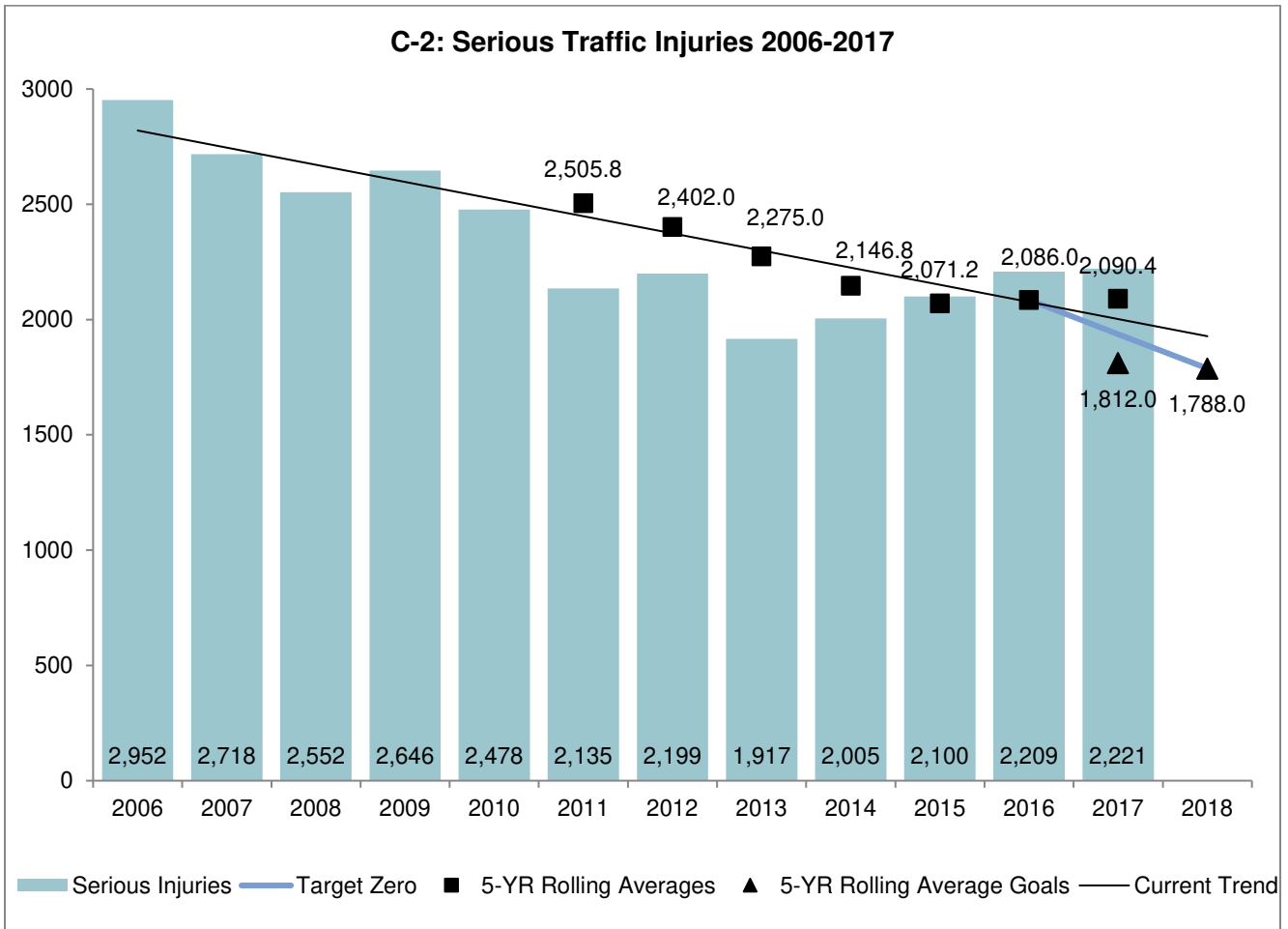
Decrease traffic fatalities by 11.9 percent from the FARS-ARF 2011-2015 baseline rolling average of 471.6 to 415.5 by December 31, 2018.

Preliminary Performance Report C-1

Preliminary 2013-2017 rolling average shows there were an average of 510 fatalities, missing the HSP 2017 target of 401 by 27.2 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.



SOURCE: WSDOT

Performance Target C-2

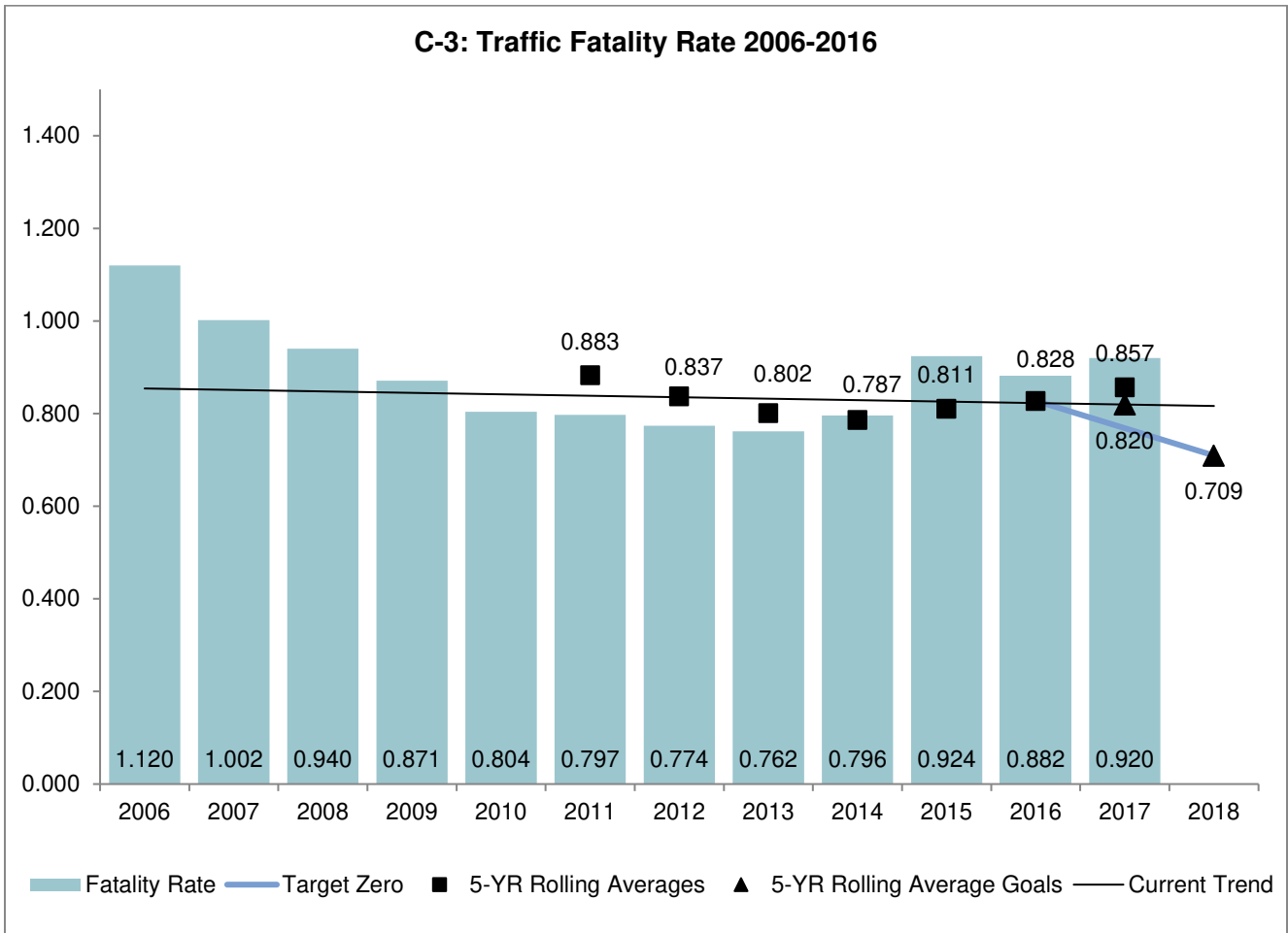
Decrease serious injuries by 14.3 percent from the 2012-2016 baseline rolling average of 2,086 to 1,788 by December 31, 2018.

Preliminary Performance Report C-2

Preliminary 2013-2017 rolling average shows there were an average of 2,090.4 serious injuries, missing the HSP 2017 target of 1,812 by 15.4 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.



SOURCE: WA FARS

Performance Target C-3

Decrease the FARS-ARF 2011-2015 traffic fatality rate baseline rolling average of 0.816 by December 31, 2018.

Preliminary Performance Report C-3

Preliminary 2013-2017 rolling average shows an average fatality rate of 0.857, missing the HSP 2017 target of 0.82 by 4.5 percent.

Adjustments to Highway Safety Plan for not Meeting Target

In response to failing to achieve the performance target in FFY 2017, the WTSC is changing the way we prioritize and invest in countermeasures. We are changing our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives. Additionally we will begin investing in multi-year projects that will result in more complete and sustained outcomes.

FFY 2018 Community Traffic Safety Support Projects

| Project Title Target Zero Manager Program | Federal Project # CP18-03 | Program Manager Jerry Noviello |
|--|------------------------------|-----------------------------------|
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This project provides supplemental funding for TZMs throughout the state who help carry out WTSC-directed programs and individual projects in furthering Target Zero. State resources are used to match these federal funds in support of this program. Activities consist of coordinating HVE campaigns, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, and managing other traffic safety projects. The WTSC divides the state into 17 regions, with one Target Zero Manager assigned to each region. These individuals focus on addressing the locally identified needs of their assigned region. A portion of these funds were also used to support training and development for TZMs, such as through biannual meetings.</p> <p>Results: Each TZM coordinates a county or region-based traffic safety task force. These task forces met at least on a quarterly basis throughout the year. They reviewed traffic safety issues in their region and made decisions about programming. In addition to the task forces, TZMs developed connections with other partners, such as SafeKids coalitions and bicycle safety advocacy groups.</p> <p>All TZMs supported HVE enforcement and outreach efforts for statewide impaired driving campaigns in December 2017 and August-September 2018, the statewide distracted driving campaign in April 2018, and the statewide "Click It or Ticket" campaign in May 2018. In addition, they all planned locally-driven enforcement and outreach activities throughout the year. This support is done through scheduling enforcement dates, conducting interviews with local media, and interaction with residents at community events and on social media.</p> <p>This funding was also used to provide two professional development events, one in the fall and the other in the spring. At these events, TZMs received updates about WTSC programming, policies, they shared ideas, and discussed other relevant topics.</p> | | |
| Fund Source 402 | Amount Approved \$425,000 | Amount Expended \$424,814 |

| Project Title Positive Community Norms Safety Initiative | Federal Project # CP18-10 | Program Manager Scott Waller |
|---|------------------------------|---------------------------------|
| <p>Subrecipient Agency: University of Montana Mansfield Center</p> <p>Description: This grant provided a Positive Community Norms (PCN) Training Institute that was offered to all Washington State TZMs and a cross section of substance abuse prevention coalition coordinators to build partnerships and innovative collaborations. The intent was to work towards reducing high risk behavior of young drivers 16-25 years old.</p> | | |

Results: During this project, participants were successfully trained on a wide range of PCN issues during the two on-site institutes and 10 remote training webinars. Nearly 50 people participated in the initial PCN in-person training in November 2017, with an average of 25 of those participating in the monthly technical assistance webinars that followed. There were more than 40 participants at an in-person follow-up session in June 2018. Another six PCN Training Institute participants contacted the consultants in person for guidance and coaching about community surveying, message development, communications plan development, and implementation.

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| Fund Source 402 | Amount Approved \$86,660 | Amount Expended \$81,399 |
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| Project Title Local Law Enforcement High Visibility Enforcement - Flex | Federal Project # PT18-02 | Program Manager Jerry Noviello |
|--|------------------------------|-----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: This project funded the trooper overtime component of locally scheduled and organized HVE mobilizations focused on distracted driving, seat belt violations, and speeding. These multijurisdictional patrols were coordinated on the local level by TZMs and LELs, and worked in conjunction with the WSP. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project.

Results:

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|------------------|----------|--------------------------------|-----|
| OT Hours | 3,341.75 | Reckless Driving | 13 |
| Total Contacts | 9,054 | Negligent Driving | 11 |
| Total Citations | 5,309 | Intermediate Driver License | 15 |
| DUI | 131 | DWLS/Revoked License | 243 |
| Speeding | 2,678 | No Valid Operator's License | 129 |
| Cell Phone Use | 523 | Ignition Interlock | 27 |
| Texting | 126 | Other Arrests (Warrants, etc.) | 153 |
| Seat Belt | 203 | Equipment Violations | 225 |
| Child Car Seat | 40 | Other Moving Violations | 378 |
| Seat Belt Misuse | 15 | Non-Moving Violations | 237 |
| No Insurance | 218 | Stolen Vehicles Recovered | 4 |

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| Fund Source 402 | Amount Approved \$300,000 | Amount Expended \$190,005 |
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|--|---|-----------------------------------|
| Project Title Paid Media – Local Flex | Federal Project # FDL*PM18-01 PM18-01 | Program Manager Erica Stineman |
|--|---|-----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: As part of behavioral change of drivers to reduce traffic deaths and serious injuries, our number one communications goal for mobilizations is to reach our primary target demographic as identified by state and local data analyses. Additionally, secondary goals for this grant included educating and informing Washington stakeholders, all vehicle drivers, and driver influencers of the what, where, when, who, and why of WTSC mobilizations in locally-identified areas.

Results: TV, radio, Facebook, out of home, and programmatic channels were used to support county or regional flex patrols. The media buys purchased 9,067 spots and generated 15.3 million impressions.

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| Fund Source | Amount Approved | Amount Expended |
| 405d | \$150,000 | \$148,767 |
| 402 | \$10,000 | \$0 |

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| Project Title Pilot Traffic Enforcement Teams | Federal Project # M7*CP18-01 | Program Manager Edica Esqueda |
|--|---------------------------------|----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: This grant provided funding for a pilot program to fund two county-level law enforcement teams to focus on traffic safety and enforcement in their communities. These new traffic safety teams focused on Target Zero priorities, community engagement and relationship building.

Results: During FFY 2018, work began to develop the Grant County Traffic Safety Team mission, and policy and deployment strategies were outlined. Discussions and outlines were developed for community education and outreach. This will be further developed and described in FFY 2019.

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|-------------|-----------------|-----------------|
| Fund Source | Amount Approved | Amount Expended |
| 405d II | \$20,000 | \$20,083 |

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| Project Title Statewide and Local LEL Program | Federal Project # PT18-03 | Program Manager Edica Esqueda |
|--|------------------------------|----------------------------------|

Subrecipient Agency: WTSC Internal Project

Description: LELs serve as important links to the law enforcement community in Washington. LELs assist the local TZMs with enforcement planning and media campaigns, strategic planning, compiling activity reports, and assisting in the management of local traffic safety projects. The SW LEL is accountable for promoting national and state priorities through the state’s highway safety programs. They encourage law enforcement officers and leaders to support the enforcement of traffic safety laws, particularly those

dealing with impaired driving, occupant protection, and speed management. Additional activities include assisting in coordination of the local LEL program, statewide traffic safety enforcement assessment, and local law enforcement listening tour.

Results: In 2018, there were 23 LELs assisting 17 TZMs across Washington State. 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 communication link to local law enforcement for emerging training, and assisted in activities like local Ford 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 SW LEL.

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| Fund Source 402 | Amount Approved \$162,000 | Amount Expended \$90,550 |
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|------------------------|------------------------------|----------------------------------|
| Project Title WASPC | Federal Project # PT18-06 | Program Manager Edica Esqueda |
|------------------------|------------------------------|----------------------------------|

Subrecipient Agency: WASPC

Description: WASPC represents over 280 Washington police agencies. This grant provided specialized enforcement training and equipment relating to traffic safety. The number of grant applicants increases each year, helping to maintain focus on traffic safety as a primary enforcement activity. This year's grant also assisted agencies with equipment (bar code scanners and in-vehicle printers) to transition to SECTOR, the state's electronic ticketing and collision reporting program, and mobile speed feedback signs.

Results: The WASPC Traffic Committee met in February 2018 and distributed a total of \$320,999.14 to law enforcement agencies across Washington State. There were 81 agencies who received funding for traffic safety supplies.

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|----------------------|------------|
| Lidars | 18 |
| Radars | 77 |
| Rear Antennas | 44 |
| Hand Held Radars | 23 |
| FSTs | 84 |
| SECTOR Scanners | 69 |
| SECTOR Printers | 90 |
| Speed Feedback Signs | 24 |
| Total | 427 |

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|--------------------|------------------------------|------------------------------|
| Fund Source 402 | Amount Approved \$394,500 | Amount Expended \$343,842 |
|--------------------|------------------------------|------------------------------|

| Project Title Auburn PD Traffic Safety Emphasis | Federal Project # PT18-04 | Program Manager Nadine Selene-Hait |
|--|------------------------------|---------------------------------------|
| <p>Subrecipient Agency: Auburn PD</p> <p>Description: This project was a continuation of Auburn PD’s safety campaign that started in FFY 2016. The focus for FFY 2018 was to reduce collisions where speed and/or distracted driving were involved. The demographics for this project included the area surrounding Green River Community College, as well as five additional Auburn Public Schools and the Auburn/Enumclaw corridor on State Route 164 that passes through the Muckleshoot Indian Reservation. This project used a combination of public outreach, HVE, mobile speed feedback technology, and collaboration between public safety and engineering agencies.</p> <p>Results: Speed enforcement was conducted during the grant period resulting in 138 HVE patrols. Of the 138, there were 546 traffic contacts.</p> <p>For 2018, information and data from 2017 was used to update and improve service delivery in many areas. Of note, the intermediate driving class materials, as well as the PowerPoint were updated. Feedback from young drivers helped to make the presentation more specifically age-based to reach the target audience. One class was held on June 27 with a second class scheduled for July 31. The July 31 class was later cancelled due to the funeral of Kent Officer Diego Moreno. Overall, the class received positive feedback and will continue into 2019.</p> <p>An analysis of the city data reports was completed, and by working with traffic engineers 10 areas were identified for selective HVE patrols to reduce collisions and injuries in those areas. Officers were able to provide extra emphasis in these areas both on their regular shifts as well as part of their time working the grant. Based on the analysis and patrols, there was a reduction in collisions and injuries in each of the identified areas.</p> <p>A series of social media videos surrounding the topic of distracted driving were developed. These videos used students from local schools as actors and focused on the need to use social norming to encourage youth to be confident in telling a friend or classmate to not use a phone while driving in the car. These videos were well-liked and have been shared on Facebook numerous times. The Auburn PD Facebook account has been used to educate the public on traffic trends and issues, as well as enforcement activities throughout the year.</p> | | |
| Fund Source 402 | Amount Approved \$38,000 | Amount Expended \$19,739 |

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| Project Title WSP HVE Block Grant – Flex | | Federal Project # M1*PT18-01 | | Program Manager Jerry Noviello | |
| Subrecipient Agency: WSP | | | | | |
| Description: The Flex HVE project funded overtime for the WSP to participate in local flex patrols with the goal of reducing driving fatalities and serious injuries. This grant worked in concert with the local law enforcement overtime grants for speed enforcement. The WTSC provided funds in another project to purchase advertising to publicize the enforcement efforts funding in this project, in an effort to warn the public in advance about these extra patrols. | | | | | |
| Results: | | | | | |
| OT Hours | 6,511.27 | Reckless Driving | 17 | | |
| Total Violations | 23,904 | Negligent Driving | 27 | | |
| Total Citations | 7,687 | Intermediate Driver License | 2 | | |
| DUI | 315 | DWLS/Revoked License | 342 | | |
| Speeding | 4,927 | No Valid Operator's License | 146 | | |
| Cell Phone Use | 145 | Ignition Interlock | 33 | | |
| Seat Belt | 437 | Stolen Vehicles Recovered | 1 | | |
| Child Car Seat | 50 | No Insurance | 320 | | |
| Fund Source 405b | | Amount Approved \$117,000 | | Amount Expended \$99,532 | |

FFY 2018 Tribal Projects

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Tribal Traffic Safety Program | CP18-08 | Scott Waller |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This grant provided support to the Confederated Tribes of the Colville Reservation and the Muckleshoot Indian Tribe to establish Tribal Traffic Safety Coordinator positions and programs. This grant worked in conjunction with CP18-09, the TTSAB.</p> <p>Results: This project continued to draw participation from tribal communities across the state. The TTSAB met seven times during the year, including a meeting at Shoalwater Bay Tribe and a meeting at the Eastern Washington University campus in Spokane. Additionally, the grant promoted and pursued involvement by Tribal PDs in SECTOR. Webinar and teleconference meeting options were introduced, which helped to increase participation.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$120,000 | \$114,145 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Colville PD Outreach Project | PT18-07 | Scott Waller |
| <p>Subrecipient Agency: Colville PD</p> <p>Description: This project was funded to conduct eight focus groups around the Colville Indian Reservation in order to get information about public education and outreach efforts.</p> <p>Results: The grantee completed the report from Eastern Washington University. The survey responses provided a significant background on attitudes and usage of seat belts on the reservation. Another unexpected success was the immersion of the Tribal Traffic Safety Coordinator in public attitudes on traffic safety from tribal members and community members. Having the Tribal Traffic Safety Coordinator act as facilitator for the focus groups gave her the unique opportunity to get first-hand responses from focus group participants. She found the discussions to be lively and educational, as well as useful toward crafting messages in our upcoming PSA campaigns. Having her participate in those focus groups gave our program insight that would not have been achieved by receiving the report alone.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$58,447 | \$48,451 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| TTSAB | CP18-09 | Scott Waller |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This statewide multi-agency, multi-tribe organization seeks to build partnerships with tribes in a strategic, deliberate approach in accordance with Washington's codified Centennial Accord within the framework of Target Zero. The funds are used to improve the disproportionate traffic fatality rates of Native Americans and support the incorporation a culture of traffic safety into individual tribe's cultures.</p> | | |

Results: The TTSAB had some good moments and some not-so-good moments during the grant year. Three highlights were:

- Supporting five tribal representatives to participate in the Montana Summer Institute to learn about PCN.
- Presenting about traffic safety in Indian country at the state's annual Centennial Accord meeting.
- Electing a new chair for the TTSAB.

Unfortunately, there was reduced participation through the first half of the year and the resignation of the long-term chairperson.

The group did not reach its goal of meeting nine times during the course of the year because the July and August meetings were cancelled to reflect on the goals of the group and how to increase participation, but the remainder of the objectives were met.

Several board members participated in the Montana Summer Institute to learn how PCN could work on their reservations. All were enthusiastic participants and each has been trying to find ways to incorporate PCN into their work. Dezeray Hayes, Transportation Director for Muckleshoot Indian Tribe, agreed to be the group's new chair and then delivered a very effective presentation about tribal traffic safety to the state's annual Centennial Accord meeting. Informational materials developed by the TTSAB were re-printed and re-stocked twice during the year. The group resumed its meeting schedule in September and had participation from 19 people total, including eight different tribes. The group will have a reduced meeting schedule going forward, meeting every two months instead of monthly. The meetings may be held at Muckleshoot Tribe instead of in Olympia.

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| Fund Source 402 | Amount Approved \$51,000 | Amount Expended \$12,001 |
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| Project Title Eastern Washington University - Tribal Study | Federal Project # FDL*CP18-04 | Program Manager Scott Waller |
|--|----------------------------------|---------------------------------|

Subrecipient Agency: Eastern Washington University (EWU)

Description: This project was implemented to provide detailed assessments of program and support needs to address traffic safety by tribes, and to support each tribe in planning and implementing traffic safety programs using data.

Results: EWU staff worked with the Colville Tribe's public safety staff to complete informational workshops in each of the four districts on the Colville Indian Reservation: Nespelem, Omak, Keller, and Inchelium. EWU staff and students met with Colville tribal and non-tribal community members. The community outreach and education sessions resulted in completion of attitude and awareness survey and focus groups. The staff and students met with tribal council to present initial findings of the survey and focus group. The EWU staff detailed the primary traffic safety issues facing the Colville tribal community on reservation roads.

| | | |
|---------------------|------------------------------|-----------------------------|
| Fund Source 405d | Amount Approved \$100,000 | Amount Expended \$85,871 |
|---------------------|------------------------------|-----------------------------|

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| 2018 Tribal Transportation Conference | CP18-11 | Scott Waller |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This grant was to have supported a Tribal Transportation Conference that would have been co-sponsored by the WSDOT and two Washington tribes. The goal of the conference would be to bring together Washington State tribes to identify traffic safety issues and to develop possible solutions to those problems. WSDOT was to have provided the staff and logistics support to organize and implement the conference. The participating tribes were to have provided discounted lodging and meals for conference participants. Funds from WTSC were to have been spent on goods and services costs associated with the conference.</p> <p>Results: This project was withdrawn and no funds were expended. Due to staffing issues, WSDOT did not have personnel available to put to the task of organizing the statewide conference. Also, the Bureau of Indian Affairs organized a Northwest Tribal Transportation Symposium in Spokane in February 2018 that addressed the primary goal of having tribes identify their issues and develop solutions.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$8,000 | \$0 |

| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| Northwest Association of Tribal Enforcement Officers | M7*CP18-02 | Scott Waller |
| <p>Subrecipient Agency: Chehalis Tribal PD</p> <p>Description: The goal of this project was to reduce traffic fatalities and serious injuries on reservation roads and among Native Americans in the state by providing Tribal PDs with funding for officer training, public education materials, and equipment to combat impaired driving, speeding, and other unsafe driving behaviors, and to increase occupant protection usage.</p> <p>Results: The following was provided to Tribal PDs:</p> <ul style="list-style-type: none"> • Equipment - \$34,064.86 • Training Registrations - \$350 • Travel Support for Training - \$5585.14 <p>Recipients of equipment and training included: Makah, Nooksack, Upper Skagit, Skokomish, Lummi, and Chehalis Tribes. After discussions with NHTSA, the application process for the 2018-19 grant year was revised. It now requires tribes who apply for funding to provide specific problem identification and to explain how the requested equipment/training would address the identified problem. A committee was also formed to review the applications.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405d | \$40,000 | \$34,448 |

FFY 2018 Traffic Safety Program Support Projects

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Traffic Safety Conference | CP18-06 | Pam Pannuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The WTSC plans, hosts, and manages a large Traffic Safety Conference to improve traffic safety across Washington State. This conference is attended by several hundred traffic safety specialists from all disciplines, and ultimately helps reduce traffic fatalities and serious injuries in Washington. This grant provided funding for the event.</p> <p>Results: The conference was held April 24-26 at the Three Rivers Convention Center in Kennewick, Washington. The conference featured 62 break-out sessions over the course of the three days and featured a number of nationally and regionally known speakers. Conference topics covered a wide range of program areas and facilitated information exchange and networking among attendees. The conference was attended by approximately 500 stakeholders, partners, and agency personnel.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$150,000 | \$60,116 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| WEMS | CP18-05 | Pam Pannuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The WTSC receives and manages funds from multiple sources. These include NHTSA grants, state funds including the Washington State School Zone Safety Account, and private funds. These funds are distributed to various entities in the state based on a competitive award process. Prior to implementing the new Washington Enterprise Management System (WEMS), the information was provided, received, and maintained using a combination of methods, mainly paper and email-based. The WEMS system automates the grants process by:</p> <ul style="list-style-type: none"> • Significantly reducing the handling and storing of paper documents • Reducing the amount of hours required to manage grants • Decreasing the amount of errors, lost documents, or incorrect files • Simplifying the application process <p>Results: The process and system improvements created through the use of the WEMS system resulted in a reduction in paper processing and an increase in the amount of applications received during this grant cycle, and allowed for a greater percentage of WTSC funding and resources to be appropriated to traffic safety projects. The system facilitated the 2018 NHTSA Management Review by allowing NHTSA staff to have access to all digital grant files. The WTSC received a commendation from NHTSA for the WEMS system. The commendation noted the many benefits of the WEMS system including greater efficiencies, seamless processes, greater transparency, greater accountability, and a reduction in carbon footprint.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$35,000 | \$31,077 |

| Project Title | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Target Zero Update | CP18-07 | Pam Pannkuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Project Description: The Federal Highway Administration (FHWA) requires each state to update its SHSP every five years. Washington has established a three-year update cycle and the last update was in 2016. This first phase of this project, which is ongoing and scheduled to be completed in FFY 2019, provided funding for resources necessary to begin the 2019 Target Zero SHSP update. The Target Zero Plan guides traffic safety efforts in Washington by laying out priority areas and specific intervention/prevention strategies. This project ensures the state meets the FHWA requirements through a well-established, funded project planning effort. This iteration of the plan will also include the development of a strategic plan for the WIDAC.</p> <p>Results: WTSC hired Halcyon NW to manage the project. Halcyon has successfully recruited a project team, a steering committee, a data analyst group, and a communications team all of which have been meeting since June 2018. The draft outline of the plan has been established and lead authors of each section have been assigned. A Partner meeting is scheduled for December 2018. As of the writing of this update, the project is on schedule and within budget. The final SHSP is scheduled for completion in September 2019.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$45,000 | \$40,538 |

| Project Title | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| WTSC Website Revision | FDL*CP18-01 | Erica Stineman |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This grant provided funding to redesign and relaunch the WTSC website. The current website was built in 2010, with an updated "look" that was completed in 2014. The goal of the revision was to improve the user experience as a whole. The WTSC website is a tool to provide staff, partners, and citizens with information on traffic safety programs, grants, and data. This information should be available in a clear, concise, and easy to find format. The current website provides this information; however, this grant allowed us to evaluate the usability of the site, gather feedback on the content, and work toward providing the best possible resource for anyone visiting the website.</p> <p>Results: The redesigned WTSC website went live on August 8, 2018, along with the WTSC Partners Communications Resources site. The new WTSC site is organized in a way to make navigation more simplistic, and allow visitors to access research and data more easily. The Partners Site provides WTSC partners with communications materials including PSAs, media kits, and educational materials for traffic safety campaigns throughout the year.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405d | \$100,000 | \$98,554 |

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| Project Title News Media, Creative | Federal Project # FDL*CP18-02 | Program Manager Erica Stineman |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant was provided to fund news media, outreach, and publicity efforts as a component of HVE campaigns. This project also funded the development of new creative assets (TV, radio, web, etc.) for use during paid media and educational campaigns.</p> <p>Results: 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. It also provided funding for news media outreach and publicity during statewide HVE campaigns and additional news-worthy events that occurred during the year. A portion of this grant was used to pay for the development of new creative assets including “Plan Before You Party” PSAs and materials used in the Holiday and Summer DUI paid media campaigns, and the “On the Road, Off the Phone” PSAs for the Distracted Driving campaign.</p> | | |
| Fund Source 405d | Amount Approved \$250,000 | Amount Expended \$241,168 |

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| Project Title Procedural Justice and Traffic Safety Study | Federal Project # CP18-13 | Program Manager Angie Ward |
| <p>Subrecipient Agency: Washington State University</p> <p>Description: In an effort to determine the relationship between procedurally just interactions, this grant allowed Washington State University to study the interactions between police officers and citizens during distracted driving traffic stops. Specifically, they worked with the Covington and Maple Valley PDs to conduct surveys during traffic stops that took place during distracted driving emphasis patrols on Southeast Kent-Kangley Road from September 2017 to December 2017.</p> <p>Results: Because the grantee needed extra time to analyze the data from this project, results will not be available until January 2019.</p> | | |
| Fund Source 402 | Amount Approved \$135,706 | Amount Expended \$111,916 |

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| Project Title Emerging Projects | Federal Project # CP18-02 | Program Manager Pam Pannkuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: The WTSC regularly receives requests for project funding outside of the annual grant process. These projects respond to changing dynamics in our state's traffic safety environment and emerging issues or funding needs not previously known or anticipated. This grant funded those worthy emerging projects that align with the Target Zero Plan to accomplish their stated traffic safety outcomes.</p> <p>Results: This grant helped fund materials for a “Training, Research and Education for Driving Safety” (TREDS) distracted driving training course. The training was focused on law enforcement distraction - helping officers to recognize and mitigate the extra distractions they face while they are driving on the job and using equipment needed to perform the work of traffic enforcement.</p> | | |
| Fund Source 402 | Amount Approved \$50,000 | Amount Expended \$3,800 |

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| Project Title Planning & Administration | Federal Project # PA18-01 | Program Manager Pam Pannkuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This project funds the federal share of costs to support WTSC employees' salaries and benefits for executive, administrative staff, and operating costs.</p> <p>Results: This project funded the federal share of costs to support WTSC employees' salaries and benefits, as planned. No delays, issues, or problems were identified in the management of this project.</p> | | |
| Fund Source 402 | Amount Approved \$585,000 | Amount Expended \$568,185 |

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| Project Title Technical Coordination | Federal Project # AL18-01,CP18-01, DD18-01,MC18-01, OP18-01,PS18-01, PT18-01,SE18-01,TR18-01 | Program Manager Pam Pannkuk |
| <p>Subrecipient Agency: WTSC Internal Project</p> <p>Description: This project funds costs to support WTSC program employees' salaries and benefits, goods and services, and travel costs.</p> <p>Results: This project funded the federal share of costs to support WTSC employees' salaries and benefits, as planned. No delays, issues, or problems were identified in the management of this project.</p> | | |
| Fund Source 402 | Amount Approved \$1,544,981 | Amount Expended \$1,485,937 |

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ACRONYMS

This table provides a list of common acronyms used throughout this document.

| ACRONYMS | |
|----------|--|
| ARIDE | Advanced Roadside Impaired Driving Enforcement |
| AV | Autonomous Vehicles |
| BAC | Blood Alcohol Content |
| BRFSS | Behavioral Risk Factor Surveillance Survey |
| BSAC | Bicyclists Safety Advisory Council |
| BUI | Boating Under the Influence |
| CMA | Creative Media Alliance |
| CPS | Child Passenger Safety |
| CJTC | Criminal Justice Training Center |
| DIS | Data Integration Specialist |
| DOH | Department of Health |
| DOL | Department of Licensing |
| DRE | Drug Recognition Expert |
| DSHS | Department of Social and Health Services |
| DUI | Driving Under the Influence |
| DUI-CA | Driving Under the Influence of Cannabis and Alcohol |
| DWLS | Driving While License Suspended or Revoked |
| E-DUI | Driving Under the Influence of Electronics |
| EMS | Emergency Medical Services |
| ESSENCE | Washington State Emergency Department Data System |
| EWU | Eastern Washington University |
| FARS | Fatality Analysis Reporting System |
| FARS-ARF | Fatality Analysis Reporting System-Annual Report File |
| FFY | Federal Fiscal Year |
| FHWA | Federal Highway Administration |
| GIS | Geographic Information Systems |
| HCA | Health Care Authority |
| HSP | Highway Safety Plan |
| HVE | High Visibility Enforcement |
| IDS | Impaired Driving Section |
| LEL | Law Enforcement Liaison |
| LCB | Liquor and Cannabis Board |
| LRS | Linear Referencing System |
| MIDU | Mobile Impaired Driving Unit |
| MJ | Marijuana |
| MRSC | Municipal Research and Services Center |
| NADCP | National Association of Drug Court Professionals |
| NHTSA | National Highway Traffic Safety Association |
| OCCC | Okanogan County Community Coalition |
| PCN | Positive Community Norms |
| PD | Police Department |
| PSA | Public Service Announcement |
| PSAC | Pedestrian Safety Advisory Council |
| PSZ | Pedestrian Safety Zones |
| RADD | Research and Data Division |
| SAS | Statistical Analysis System |
| SECTOR | Statewide Electronic Collision and Ticket Online Records |
| SFST | Standard Field Sobriety Testing |

| | |
|---------|--|
| SHSP | Strategic Highway Safety Plan or Target Zero |
| SMSA | State Motorcycle Safety Administrators |
| SW LEL | Statewide Law Enforcement Liaison |
| THC | Tetrahydrocannabinol |
| TRC | Traffic Records Committee |
| TREDS | Training Research Education for Driving Safety (TREDS) |
| TSRP | Traffic Safety Resource Prosecutor |
| TTSAB | Tribal Traffic Safety Advisory Board |
| TZM | Target Zero Manager |
| TZT | Target Zero Team |
| WA-FARS | Washington Fatality Analysis Reporting System |
| WASPC | Washington Association of Sheriffs and Police Chiefs |
| WEMS | Washington Enterprise Management System |
| WEMIS | Washington EMS Information System |
| WIDAC | Washington Impaired Driving Advisory Council |
| WMSP | Washington Motorcycle Safety Program |
| WSDOT | Washington State Department of Transportation |
| WSP | Washington State Patrol |
| WSTC | Washington State Transportation Commission |
| WTSC | Washington Traffic Safety Commission |

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