

2014



Washington State

Highway Safety Plan



WASHINGTON STATE
2014 HIGHWAY SAFETY
PERFORMANCE PLAN

2014

WASHINGTON TRAFFIC SAFETY COMMISSION
621 8th Avenue SE, Suite 409
P.O. Box 40944
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June 27, 2013

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STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409., PO Box 40944, Olympia, Washington 98504-0944, (360) 753-6197

June 27, 2013

TO: Washington State Citizens

FROM: Darrin Grondel, Director
Washington Traffic Safety Commission

A handwritten signature in black ink, reading "Darrin J. Grondel".

SUBJECT: Washington State Federal Fiscal Year 2014 Highway Safety Performance Plan

Interested citizens like you can help us save lives on Washington's roadways.

A year in which no one dies or is seriously injured on our roads – that's our vision. The way we get there is by targeting our investments in the areas of highest priority. Washington State's *2014 Highway Safety Plan (HSP)* is our agency's expenditure plan for the coming year. This document relies on the most recent data to illustrate important trends, identify problems, and ultimately understand the areas of greatest opportunity. It also presents a list of projects we will invest in during the coming year along with critical measures of performance to help gauge success.

This year, more than ever before, our agency's HSP is directly linked to Washington's Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero Plan, is the statewide guiding light document that governs traffic safety investments throughout Washington. In this year's HSP, we have noted which Target Zero Plan strategies apply to each of the projects we selected for funding. We believe this is good practice and a great way to ensure our investments align with the SHSP.

While our agency's annual HSP helps satisfy federal requirements for traffic safety grants, it also helps us inform our partners and the public of the traffic safety projects we have planned for the upcoming year. Together, these projects represent our contribution to ensuring that no one dies or is seriously injured on our roads. I hope you will join with us in making this vision a reality for our great state.

INTRODUCTION

The Washington Traffic Safety Commission (WTSC) is our state's designated highway safety office. We share a vision with numerous other state and local public agencies. That vision is to reduce traffic fatalities and serious injuries to zero by 2030. The WTSC Director is the Governor's Highway Safety Representative, which is a designated position each state is required to have in order to qualify for federal traffic safety funding. Our Commission is made up of 20 employees and ten Commissioners chaired by Washington's Governor Jay Inslee. The Commissioners are the heads of various state agencies or represent other organizations with an interest and responsibility in making our roads safer for everyone. They represent the four Es of education, enforcement, engineering, and emergency medical services. These agencies represented on the Commission include the Washington State Patrol, the Departments of Transportation, Health, Licensing, Social and Health Services, and the Superintendent of Public Instruction. In addition, the Associations of Washington Counties and Cities, and the Judiciary are represented.

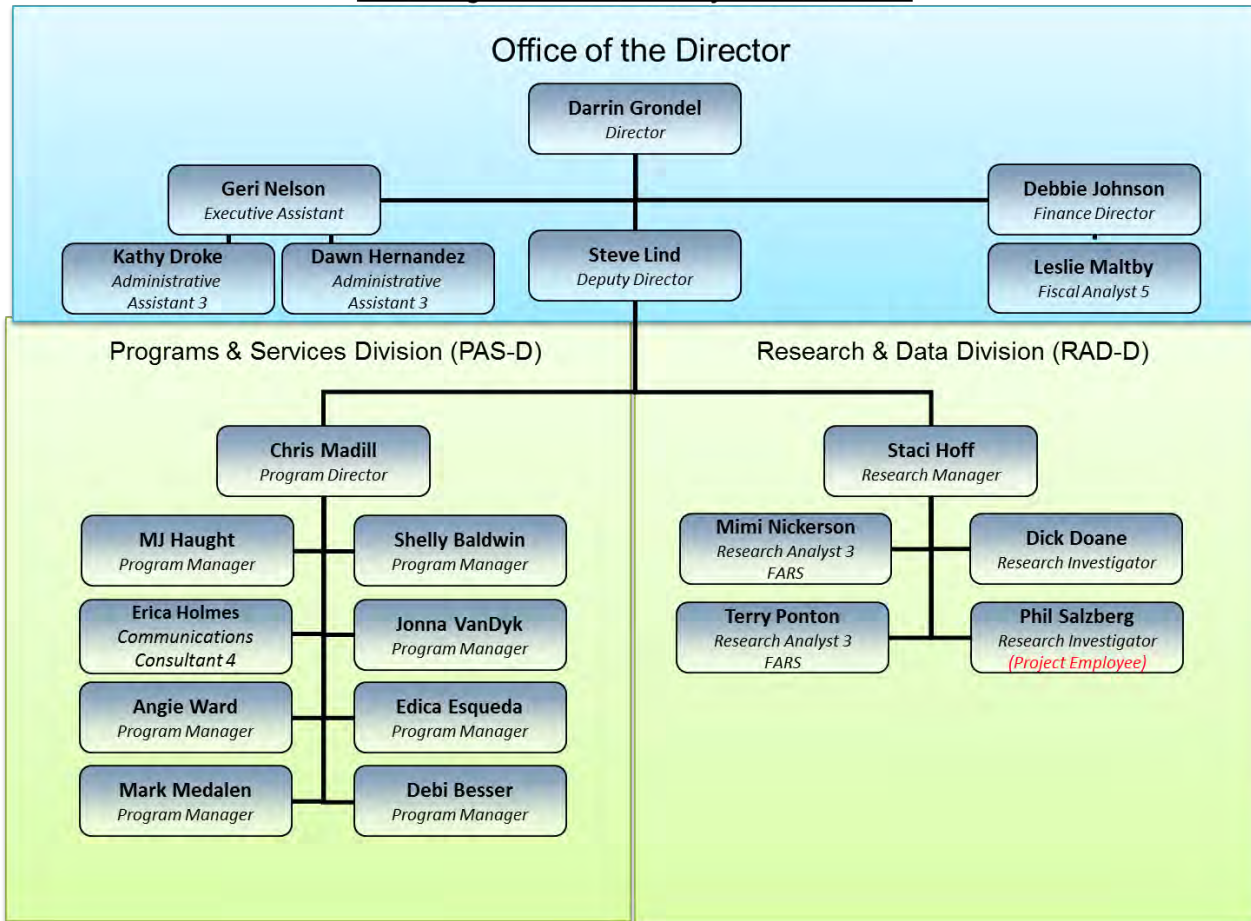
Washington is a national leader in traffic safety. We work with communities and tribes to identify and help resolve traffic safety issues, gather, analyze and report data on traffic deaths in Washington, conduct public education campaigns, and distribute state and federal traffic safety grants. Most of our funding comes from the National Highway Traffic Safety Administration (NHTSA) but we also utilize state funding to support traffic safety projects. We use these funds to award grants to state and local governments, tribes, law enforcement, and non-profit organizations for traffic safety projects that change driver behavior and help us realize the Target Zero® vision "

MISSION STATEMENT

Washington's Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities.

ORGANIZATIONAL CHART

Washington Traffic Safety Commission



HIGHWAY SAFETY PLANNING PROCESS

1. This Section Provides a Description of the Data Sources and Processes Used by Washington State to:

- identify and prioritize our traffic safety problems,
- describe our highway safety performance measures (*included in the Performance Plan*),
- define performance targets (*included in the Performance Plan*), and
- develop and select evidence based countermeasures/strategies to address identified problems and achieve performance targets.

2. The Washington State Strategic Highway Safety Plan, Called Target Zero[®] and the Highway Safety Plan are Directly Linked

This year, more than ever before, our agency's Highway Safety Plan (HSP) is directly linked to Washington's Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero Plan, is the statewide guiding light document that governs traffic safety investments throughout Washington.

The HSP adopts all the annually updated evidence-based proven countermeasures, performance measures, and performance targets directly from Target Zero. Target Zero goes through a significant review and update every three years. SHSP and HSP, evidence based strategies, performance measures, and performance targets are updated annually during the three year period between full reviews. The process we use for the HSP is the same SHSP process we employ to identify problems, define performance measures/targets, and identify/select evidence based countermeasures. Our primary sources for evidenced based strategies are the GHSA "Countermeasures that Work," the NCHRP 500 series, and scientifically sound evidence based research regarding strategies not identified by GHSA or the NCHRP.

3. The SHSP (and therefore the HSP) Process - Many Partners

Many traffic safety partners come together to develop Washington State's SHSP – Target Zero. The plan will coordinate state traffic safety programs, align priorities and strategies, and have a common language and approach to traffic safety efforts across Washington State. The Target Zero traffic safety partnership is led by the Washington Traffic Safety Commission (WTSC). By law it is structured to be a collaborative mix of leaders who can bring about the most efficient and effective management of traffic safety resources.

The 2013 update of Target Zero is the fourth version of the plan since its inception in 2000. The update involves various levels of groups, each providing recommendations to the next, until ultimately Governor Inslee approves the Plan. Between five and 19 different agencies/organizations were represented in each multi-agency group, as represented on this graphic.



The **Data Analyst Group** is responsible for developing recommendations for performance measures, performance targets, long term and intermediate goals, and identifying/prioritizing traffic safety problems. The primary indicators used by the Target Zero Analysis Team to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes. This team ranks problem areas into Priority Levels One, Two or Three based on the number of traffic deaths and serious injuries associated with a particular emphasis/problem area. Performance targets in the SHSP and HSP, with very few exceptions, follow a straight line starting from the current five year average to zero traffic deaths by 2030. Data system experts representing the following agencies comprise the Data Analyst Group:

- Department of Licensing
- Department of Health
- Department of Transportation
- State Patrol
- Washington Traffic Safety Commission

The **Project Team** updates the content and evidence based strategies and consists of manager-level representatives from all of the organizations listed above, plus:

- County Law Enforcement
- Department of Licensing
- Puget Sound Regional Council
- Target Zero Manager Network

The **Steering Committee** provides strategic direction and final recommendations to the Commission regarding compliance with new MAP-21 HSP requirements. The committee consists of senior level management from the organizations listed in the two groups above, plus:

- AAA
- Department of Social and Health Services: Dept. of Behavioral Health
- Governor's Office of Performance and Accountability
- Office of Financial Management
- Harborview Injury Prevention
- Northwest Association of Tribal Enforcement Officers
- Superintendent of Public Instruction
- Tribal Transportation Planning Organization

To gather input from an expanded stakeholder group, a Target Zero Partner's meeting was held in March 2013. At that meeting, more than 150 additional people involved in traffic safety across the state provided input on the strategies for addressing priority areas. In early fall 2013, a draft of the plan will be sent out for external review by Tribes, partners, and stakeholders. Feedback will be reviewed, changes made, and the Steering Committee will again review the plan. By December 2013 the Commission will recommend Washington's Strategic Highway Safety Plan -- Target Zero -- to Governor Inslee for his review and approval. Until the 2013 version of the SHSP is approved, Washington State continues to operate under the current SHSP.

In addition to the Target Zero process described above, there are numerous key groups representing the traffic safety community that are critical participants in each step of SHSP and HSP processes, including:

The WTSC Technical Advisory Committee (TAC) (Reviews and Makes Recommendations to the Commissioners Regarding the WTSC Staff Proposed HSP)

- A representative from each Commission organization
- Representatives of key traffic safety stakeholder groups, including the Tribes, the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Highway Administration (FHWA)

Washington Traffic Safety Commissioners (Final approval authority for the HSP)

The 10 Commissioners include: Governor (Chair), Superintendent of Public Instruction, Representative from the Judiciary, Chief of the Washington State Patrol, Representative of the Association of Counties, Representative of the Association of Cities, Secretary of Social and Health Services, Secretary of Transportation, Director of Licensing, and Secretary of Health.

The Washington Impaired Driving Advisory Council (WIDAC)

WIDAC was formed in June 2009. WIDAC is composed of 14 signing agency representatives, an expanded group of advisory members, and agency staff. WIDAC membership includes all appropriate stakeholders and meets the membership requirements of MAP-21. Stakeholders include representatives from the highway safety office, law enforcement, prosecution, adjudication and probation, drivers licensing, treatment/rehabilitation, ignition interlock programs, data and traffic records, public health, and communication. This Statewide Impaired Driving Plan, developed by the WIDAC, uses the most current version of the Target Zero Plan's Impaired Driving Section. This provides in-depth information specific to impaired driving and organizes the information in accordance with the general areas stated in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 8—Impaired Driving. This approach meets MAP-21 requirements for a qualifying impaired driving strategic plan.

Washington Traffic Records Committee (TRC)

The TRC is a statewide stakeholder forum with representatives from the transportation, law enforcement, criminal justice, and health professions. This cross-discipline team leads efforts to improve the quality and timeliness of the data used for key programs and policy decisions. TRC's work includes implementing projects that streamline data collection and processing and enhance the accessibility and integration among the various data sources. Each year, TRC develops and prioritizes a funding proposal based on key data quality benchmarks and data system needs. This proposal is submitted through WTSC's annual grants process to be considered alongside all other traffic safety proposals. The traffic records project list and funding recommendations that emerge from this process become the following year's spending plan for Washington's Section 405c (traffic records) funding.

4. HSP/SHSP Traffic Safety Problem Identification and Priority Level Assignments

In any endeavor, addressing the biggest issues first will provide the most favorable results. Eliminating deaths and serious injuries on our roadways is no different. To focus efforts, the primary factors in serious traffic crashes have been grouped into three Priority Levels. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

Priority Level One includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30 percent of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is

considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

Priority Level Two factors while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10 percent of traffic fatalities or serious injuries. Emergency Medical Services (EMS) is included here because of the significant impact effective EMS response has on preserving life and minimizing injury.

Priority Level Three factors are associated with less than 10 percent of fatalities and serious injuries. There is less discussion of these areas in the Target Zero Plan. However we believe if we address the more common factors in Priority Levels One and Two -- such as impairment, speeding, and run-off-the-road collisions -- Level Three factors will see numbers go down as well. The roads will be safer for all users.

For the first time in our state SHSP and HSP, the Priority Levels consider both fatality and serious injury numbers. The Plan maintains the importance of addressing fatalities, while encouraging consideration and strengthening of serious injury data.

Priorities (Percent Fatalities/Percent Serious Injuries)

Priority Level One

Impaired Driver Involved (50.1 percent/21.0 percent)
Run-Off-the-Road (43.7 percent/29.7 percent)
Speeding Involved (39.5 percent/29.3 percent)
Young Drivers 16-25 Involved (34.6 percent/38.0 percent)
Distracted Driver Involved (30.3 percent/11.9 percent)
Intersection Related (20.6 percent/34.1 percent)
Traffic Data Systems (n/a)

Priority Level Two

Unrestrained Vehicle Occupants (24.8 percent/10.5 percent)
Unlicensed Driver Involved (18.0 percent/not available)
Opposite Direction (15.7 percent/9.7 percent)
Motorcyclists (14.7 percent/17.0 percent)
Pedestrians (13.7 percent/12.0 percent)
EMS and Trauma Systems (n/a)

Priority Level Three

Older Drivers 75+ Involved (9.0 percent/5.2 percent)
Heavy Truck Involved (8.2 percent/4.7 percent)
Drowsy Driver Involved (3.2 percent/3.6 percent)
Bicyclists (1.8 percent/4.7 percent)
Work Zone (0.6 percent/1.8 percent)
Wildlife (0.6 percent/1.1 percent)
School Bus Involved (0.2 percent/0.2 percent)
Vehicle-Train (0.6 percent/0.0 percent)

Data Sources Used to Identify State Traffic Safety Problems, Performance Measures/Targets and Identify Evidence-Based Strategies

In order to identify problems unique to Washington, we closely analyzed Washington State data. Primary data sources utilized are:

- Traffic fatalities – FARS
- All Collisions - CLAS Citation/Adjudication Information – JIS
- Licensed Drivers and Registered Vehicles – Driver Database and Vehicle Register
- Commercial Motor Vehicles – MCMIS and ASPEN
- Injury Surveillance Systems – WEMISIS, Trauma Registry, and CHARS
- Roadway Information – TRIPS
- Location Information via Geographic Information Systems – DOT Multi-Modal Layer
- Observational surveys are conducted by WTSC periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets, and cell phone use

5. Project Development

We distribute the Announcement of Grant Availability by mail, at various meetings/conferences, and the WTSC website. The form explains allowable vs. unallowable costs and most importantly, lists our goals and priority areas. *Project proposals that address Target Zero high priority problems/emphasis areas, and employ a proven strategy receive special consideration in the evaluation process.*

All the grant applications are initially reviewed by the WTSC program director. Each project is then assigned to a program manager for further review. The program managers study individual projects and present them to the staff. The staff makes priority and funding recommendations, which are sent to the TAC for consideration. The TAC reviews current data, proposed goals, and project applications and makes funding recommendations to the WTSC director. The Commissioners approve the HSP, which is then forwarded to NHTSA for review.

In summary, accurate and timely data form the cornerstone of this HSP. Fatal and serious injury data drive the goals and establish Target Zero priorities. Each project is directly linked to Target Zero goals/priorities and, finally, data provides the basis for evaluating the effectiveness of completed projects.

ELEMENTS OF THE PERFORMANCE PLAN

The following section begins by presenting the overall outcome measures used to track the success of Washington's traffic safety efforts. A detailed description of each program area follows the overall outcome measures and includes:

- An overview and background description
- A performance analysis
 - Historical look at performance for each outcome measure
 - Performance targets for the coming year
- A list of planned investment projects for 2014
- An expenditure summary

HIGHWAY SAFETY STRATEGIES AND PROJECTS

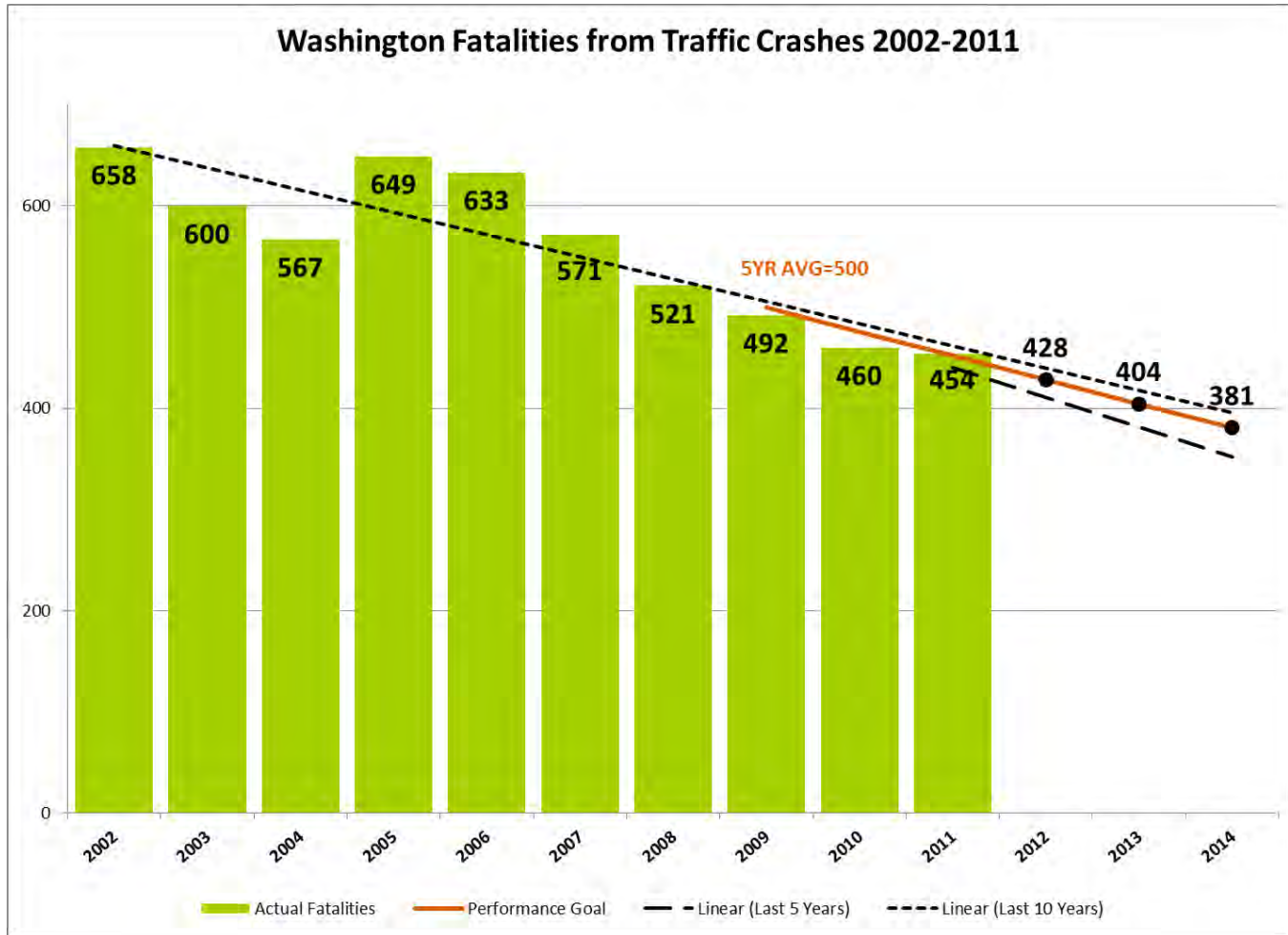
The performance targets for the overall outcome measures and those found within each program area have been adopted from the SHSP, Target Zero. Performance targets were derived by the straight decline to zero by 2030 from the middle of the current five year average. Feasibility of these performance targets are assessed by monitoring the ten and five year trends. In most priority areas, the performance targets are between these two trends, or even above, making the targets feasible. In a few priority areas, the Target Zero line is aspirational and still achievable, however not appropriate as an achievable performance target based on the ten and five year trends. In these few instances, performance targets are set based on an annual 5 percent decline from the most recent final data year. In order to align with the SHSP, several new performance measures have been adopted for 2014.

OVERALL OUTCOME MEASURES

Fatalities

Outcome Measure: Reduce the number of traffic fatalities from the 2007-2011 baseline average of 500 to 381 by December 31, 2014 (-23.8 percent).

Performance Report: Traffic fatalities in 2011 totaled 454, achieving the 2011 goal of 514 by 13.2 percent.

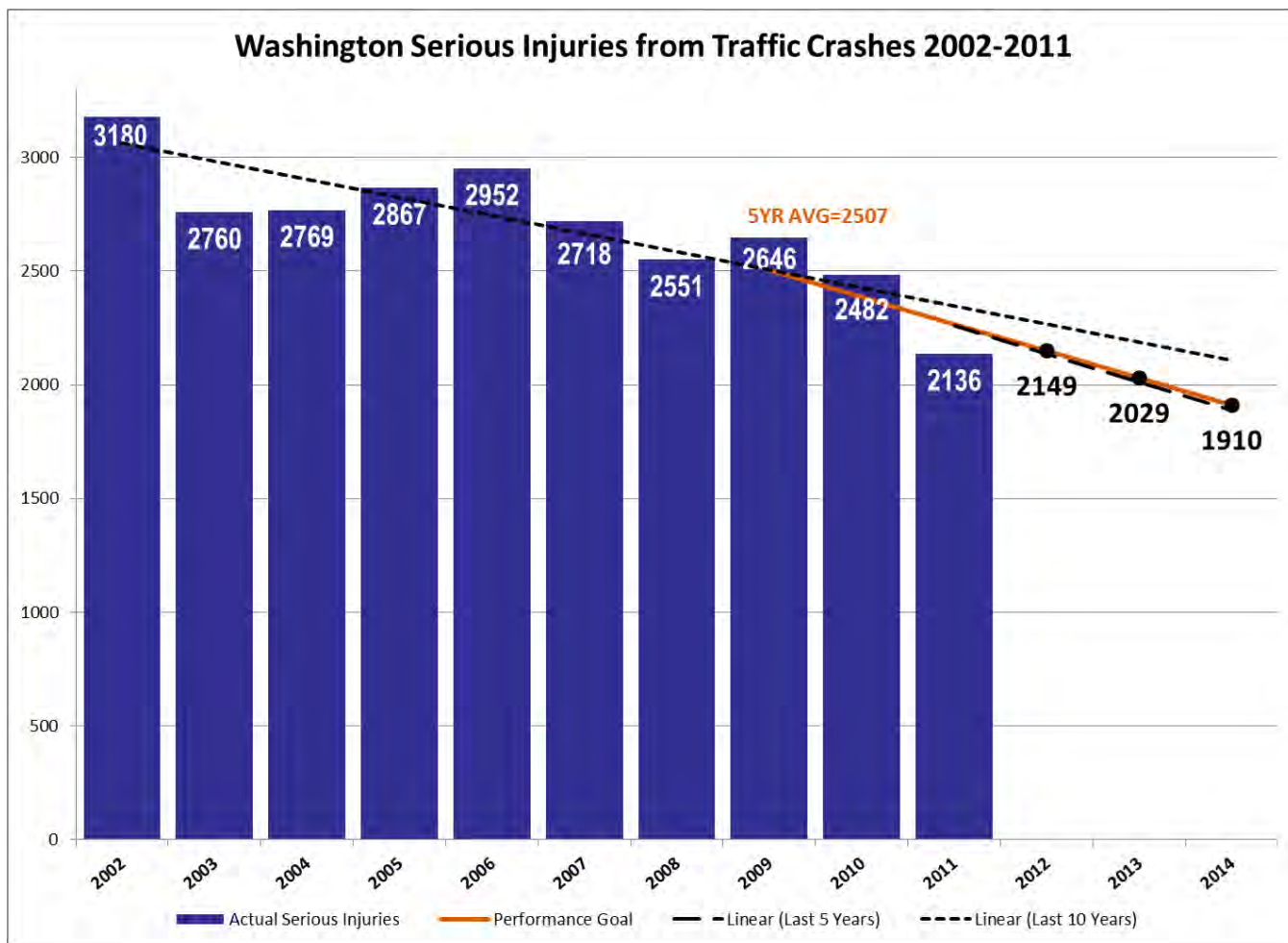


SOURCE: WA FARS

Serious Injuries

Outcome Measure: Reduce the number of traffic serious injuries from the 2007-2011 baseline average of 2,507 to 1,910 by December 31, 2014 (-23.8 percent).

Performance Report: New performance goal added FY2014.

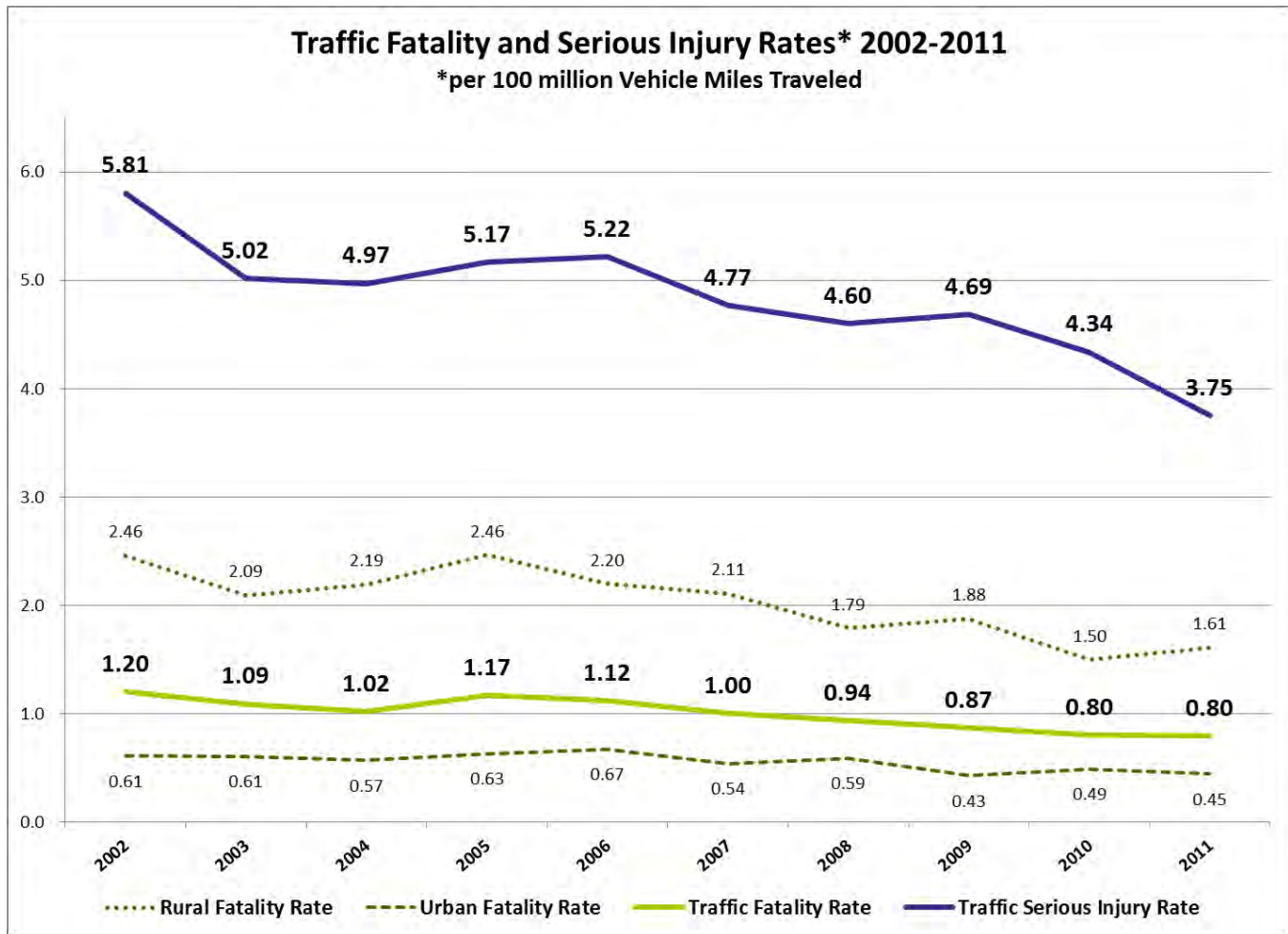


SOURCE: WSDOT

Fatal and Serious Injury Rates

Washington continuously monitors the fatal and serious injury rates (per 100 million Vehicle Miles Traveled [VMT]) to monitor risk reduction on Washington's roadways. Although the majority of vehicle miles traveled are accumulated in urban areas, rural areas exert a higher risk of traffic fatalities.

Performance Report: Goals for fatal and serious injury rates were established for 2011. The fatality rate in 2011 was 0.80, below the established goal of 0.90. The serious injury rate in 2011 was 3.75, below the established goal of 4.0.



SOURCE: WA FARS, WSDOT

INDIVIDUAL PROGRAM AREAS

IMPAIRED DRIVING

Overview and Background

Impaired drivers were a factor in 50 percent (704 of 1,406) of all traffic deaths and 1,519 of serious injuries between 2009 and 2011. Drivers in fatal crashes were as likely to be impaired by drugs as by alcohol. Many were impaired by both. Fortunately, Washington is experiencing declines in impaired driving. In 2009-2011, impaired driver involved deaths and serious injuries both decreased by 15 percent. Washington's system-wide approach to addressing impaired driving has led to comprehensive ignition interlock laws, better law enforcement and prosecutor training, more DUI courts, and innovative, targeted, full-time DUI enforcement.

Washington has been combating impaired driving for decades and has made significant progress. While deaths and serious injuries from impaired driving both declined by 15 percent compared with 2006-2008, impaired driving continues to be the main factor in fatal collisions in Washington.

Much of the decline can be attributed to aggressive campaigns to change the public perception of the acceptability and consequences of drinking and driving. These have been coupled with tougher laws, from the 1968 voter-passed implied consent law to the 1999 law lowering blood alcohol concentration (BAC) per se limit to .08.

The state has imposed ignition interlock requirements on all DUI offenders and applied tougher sanctions for repeat and high BAC offenders. This includes the 2007 felony DUI law that applies to those offenders with four prior DUI convictions within 10 years. Strict penalties are also imposed for drivers under age 21 who drink and drive as part of the "Zero Tolerance" statute. However, despite these intensive efforts, impaired driving remains a challenging issue for both Washington State and for the nation.

Current Washington law has a 0.08 BAC level at which drivers in Washington are guilty per se of the crime of DUI. However, a rigorous analysis by Peck et. al. (2009) found that drivers ages 21 and above with a BAC of 0.07 are 39 percent more likely to be involved in a traffic crash than drivers with a BAC of 0.00. Furthermore, drivers under the age of 21 (who are not legally allowed to drink at all) with a BAC of 0.07 are five times more likely to crash than young drivers with a BAC of 0.00. Recently, the National Traffic Safety Board has recommended that the per se BAC limit be lowered to .05 because most drivers begin to have difficulties with depth perception and other visual functions at that level. They believe if all 50 states adopted this standard, 1,000 lives could be saved nationwide annually.

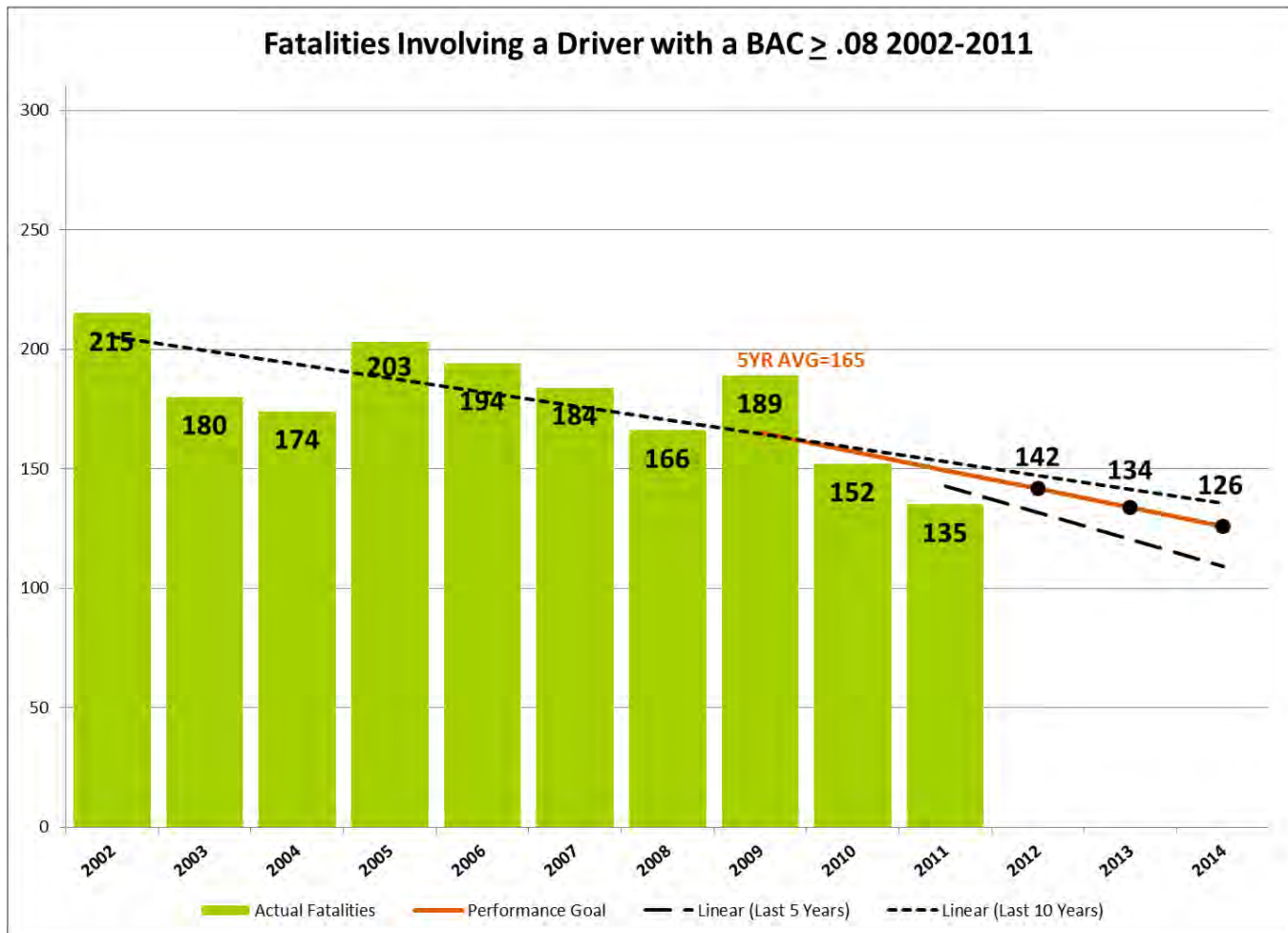
The impacts of both Initiatives 1183 (privatizing sales of hard liquor in Washington) and 502 (legalizing the sale and distribution of marijuana in Washington) have presented new challenges. The number of stores with hard liquor licenses has gone from 328 to 1419, and the number of hours during which liquor can be purchased has nearly doubled -- from 78 hours per week to 140, according to the Washington State Division of Behavioral Health and Recovery. Marijuana will become more easily available as well. We need to formulate new strategies and policies to address these changes that have the potential to slow our progress toward zero traffic deaths and serious injuries by 2030.

Performance Analysis

Fatalities Involving a Driver with a BAC \geq .08

Outcome Measure: Reduce the number of fatalities involving a driver with a BAC \geq .08 from the 2007-2011 baseline average of 165 to 126 by December 31, 2014 (-23.6 percent).

Performance Report: In 2011, there were 135 fatalities involving a driver with a BAC \geq .08, achieving the goal of 162 by 20 percent.

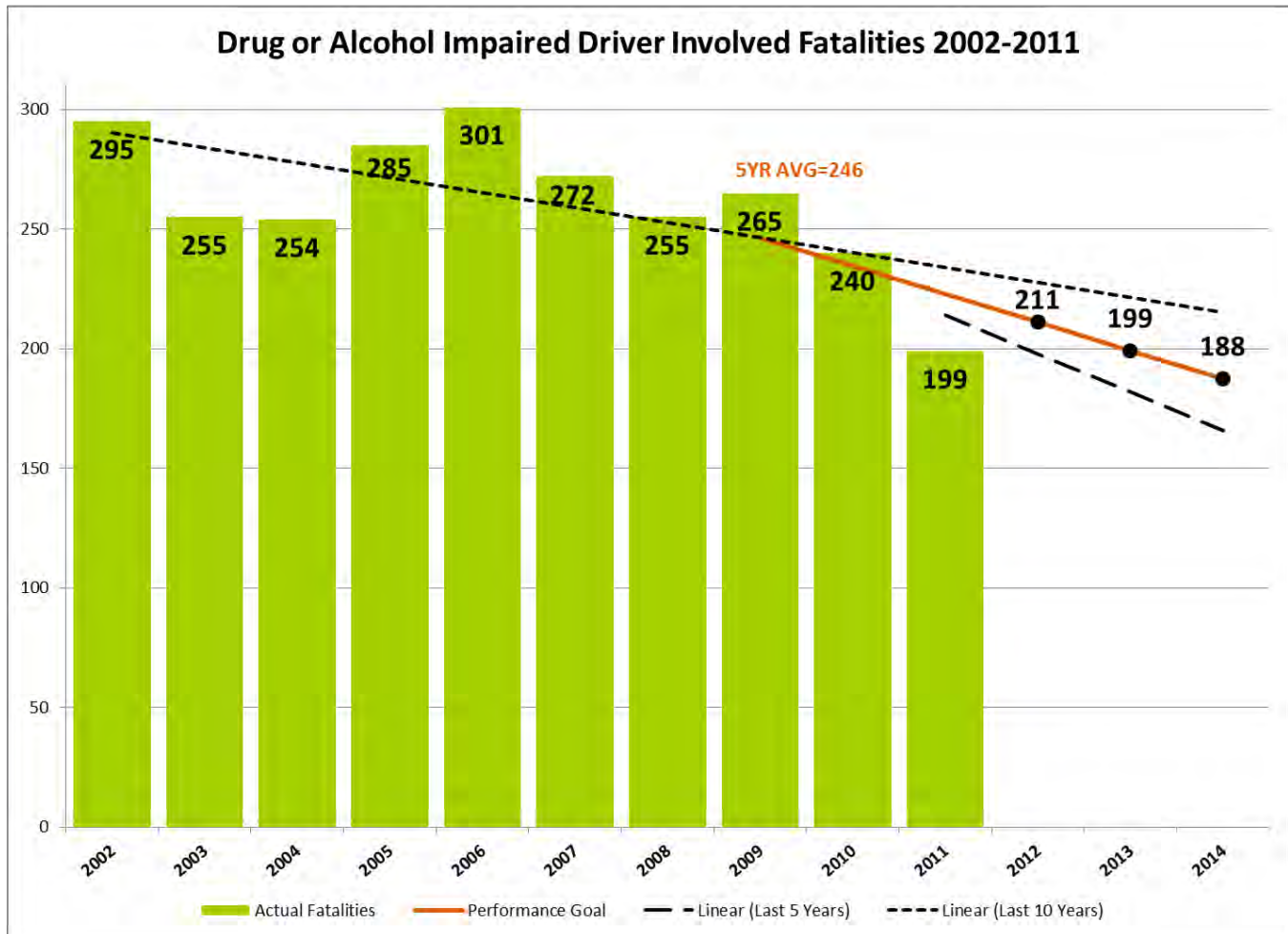


SOURCE: WA FARS

Fatalities Involving a Drug or Alcohol Impaired Driver

Outcome Measure: Reduce the number of fatalities involving a drug or alcohol impaired driver from the 2007-2011 baseline average of 246 to 188 by December 31, 2014 (-23.6 percent).

Performance Report: In 2011, there were 199 fatalities involving a drug or alcohol impaired driver, achieving the goal of 259 by 30 percent.

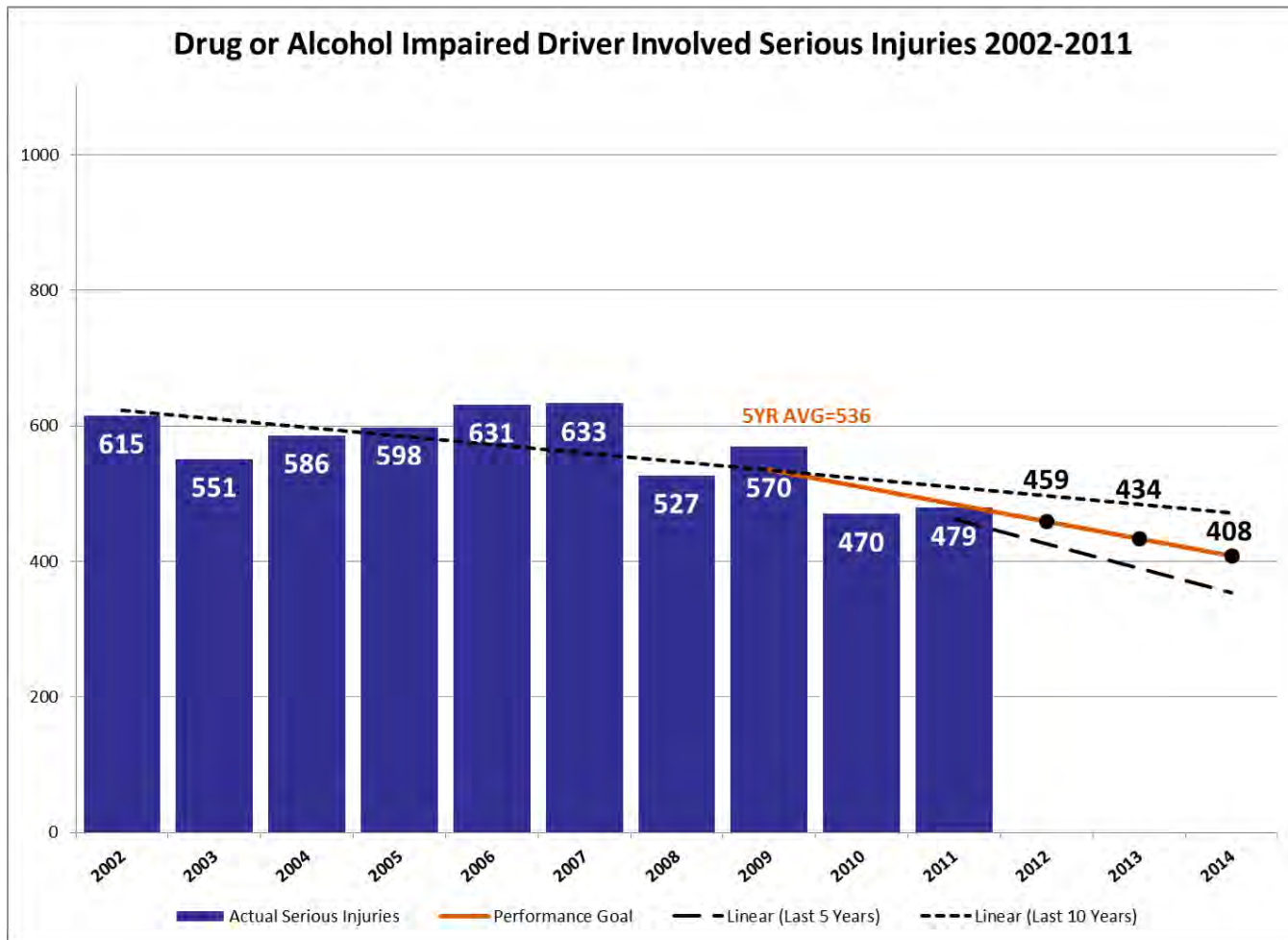


SOURCE: WA FARS

Serious Injuries Involving a Drug or Alcohol Impaired Driver

Outcome Measure: Reduce the number of serious injuries involving a drug or alcohol impaired driver from the 2007-2011 baseline average of 536 to 408 by December 31, 2014 (-23.9 percent).

Performance Report: New performance goal added FY2014.



SOURCE: WSDOT

Projects

The following projects have been selected for funding in FFY 2014. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

DUI Therapeutic Courts

Grant Recipient Yakima County District Court	Federal Project # AL14-04	Program Manager Jonna VanDyk	WTSC Project # 7
<p>Yakima County is number eight in the state for population, but fourth in drunken driving deaths. They file 30 percent more DUI cases than counties with similar populations. This grant supports the Yakima County DUI Court Program, as it has the past two years, in providing substance abuse treatment and assessment for non-violent DUI offenders including drug and alcohol abstinence, education, medical, housing, employment, mentoring, and volunteer programs. Effectiveness will be measured using court attendee data entered and collected in the newly developed Drug Court Case Management.</p>			
SHSP (Target Zero Plan) Link 1.1.D2; 1.1.D3	Fund Source 402 CF	Amount Approved \$100,000	Benefit to Local \$100,000
Grant Recipient Spokane County District Court Probation	Federal Project # AL14-05	Program Manager Jonna VanDyk	WTSC Project # 8
<p>Spokane County's Intensive Supervision Therapeutic Court addresses the hardcore, repeat-offending impaired driver that poses the greatest risk to our community. Centralized screening, assessment, referral, and supervision of repeat DUI offenders has a corresponding reduction in alcohol-related crashes, injuries, and fatalities. This grant provides funding the third year of a three year pilot project. All necessary court data and statistics will be made available to WTSC and independent researchers for credible evaluation.</p>			
SHSP (Target Zero Plan) Link 1.1.D2; 1.1.D3	Fund Source 402 CF	Amount Approved \$87,924	Benefit to Local \$87,924
Grant Recipient Okanogan County District Court	Federal Project # AL14-06	Program Manager Jonna VanDyk	WTSC Project # 21
<p>This grant will facilitate the implementation of the Okanogan County Intensive Supervision Therapeutic DUI Court-Post Conviction establish and operate a comprehensive program (DUI Court) to reduce the incidents of drug/alcohol related crashes, injuries, and fatalities caused by hard core drinking drivers. Project data will be gathered by both the Law-base data system and the District Court Case Management systems through a "software" interface.</p>			
SHSP (Target Zero Plan) Link 1.1.D2; 1.1.D3	Fund Source 402 CF	Amount Approved \$50,000	Benefit to Local \$50,000

High Visibility Enforcement Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	AL14-07	Erica Holmes	52
<p>The communications goal for mobilization projects is to reach our primary target demographic. As part of a proven strategy, this grant funds news media, outreach and publicity efforts as a component of the DUI High Visibility Enforcement campaigns. This grant works in conjunction with the DUI Mobilizations grant (WTSC Project #48).</p>			
SHSP (Target Zero Plan) Link 1.1.B1; 1.1.B2; 1.1.B3; 1.1B5	Fund Source 402 NEW	Amount Approved \$100,000	Benefit to Local \$0
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	PM14-01	Erica Holmes	54
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a Proven Strategy, this grant would fund paid media as a component of the DUI High Visibility Enforcement campaigns. Paid media would include TV, radio and online ads, and outdoor billboards. This grant works in conjunction with the DUI Mobilizations grant (#48)</p>			
SHSP (Target Zero Plan) Link 1.1.B1; 1.1.B2; 1.1.B3; 1.1B5	Fund Source 402 NEW	Amount Approved \$700,000	Benefit to Local \$0
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	PT14-03-01	Angie Ward	48
<p>The Impaired Driving High Visibility Enforcement project funds overtime for <u>local law enforcement</u> agencies to participate in four statewide mobilizations with the goal of reducing impaired driving serious injuries and fatalities. This grant works in concert with the Washington State Patrol overtime grant (WTSC Project #25) and is dependent upon the media support outlined in grants #52 and #54.</p>			
SHSP (Target Zero Plan) Link 1.1.B1; 1.1.B2; 1.1.B3	Fund Source 402 NEW	Amount Approved \$475,000	Benefit to Local \$475,000
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	PT14-02	Angie Ward	25
<p>The Impaired Driving High Visibility Enforcement project funds overtime for the <u>Washington State Patrol</u> to participate in four statewide mobilizations with the goal of reducing impaired driving serious injuries and fatalities. This grant works in concert with the local law enforcement overtime grant (WTSC Project #48) and is dependent upon the media support outlined in grants #52 and #54.</p>			
SHSP (Target Zero Plan) Link 1.1.B1; 1.1.B2; 1.1.B3	Fund Source 402 CF 402 NEW TOTAL	Amount Approved \$286,851 \$85,149 \$372,000	Benefit to Local \$0 \$0 \$0

Local Community Impaired Driving Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Thurston County Prosecutor's Office	AL14-08	Debi Besser	20
<p>In 2010-2011, about 47 percent of fatal collisions in Thurston county included a fatality of someone under 25, and almost 1/4 included the death of a youth under 18. Goals of the Party Intervention Patrol project are to reduce these collisions by locating underage drinking events and conducting legal interventions to educate those juveniles and their parents. They will identify high-risk regions, build collaborations with law enforcement, and reduce alcohol sales to minors. Outcomes of all project efforts will be recorded, measured, and reported.</p>			
SHSP (Target Zero Plan) Link 1.1.A3; 1.1.B2; 2.1.B1	Fund Source 402 CF	Amount Approved \$41,000	Benefit to Local \$41,000

Target Zero Teams Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	M5HVE14-01	Shelly Baldwin	26
<p>Beginning in 2010, the Target Zero Teams program in Pierce, King, and Snohomish Counties has shown the effectiveness of intense, high-visibility DUI enforcement. This TZT program is expanding into Yakima and Spokane Counties. This grant provides funding to the <u>Washington State Patrol</u> for troopers and sergeants in Yakima and Spokane counties. DUI arrests and the reductions of impaired driving collisions in these WSP districts will be compared to trooper activity logs to measure effectiveness of TZT project. Sustained funding for the three pilot counties of Pierce, King, and Snohomish comes from state sources approved during by the 2012 Legislature.</p>			
SHSP (Target Zero Plan) Link 1.1.B2; 1.1.B3	Fund Source 405 ID	Amount Approved \$1,606,000	Benefit to Local \$0
	State - WSP	\$1,670,000	\$0
	TOTAL	\$3,276,000	\$0

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	M5HVE14-02	Shelly Baldwin	41
<p>Beginning in 2010, the Target Zero Teams program in Pierce, King, and Snohomish Counties showed the effectiveness of intense, high-visibility DUI enforcement. This TZT program is expanding into Yakima and Spokane counties. This grant provides overtime funding for <u>local law enforcement agencies</u> in Yakima and Spokane Counties to coordinate efforts with WSP Target Zero Troopers. DUI arrests and the reductions of impaired driving collisions in these five counties will measure effectiveness of TZT project.</p>			
SHSP (Target Zero Plan) Link 1.1.B2; 1.1.B3	Fund Source 405 ID	Amount Approved \$916,000	Benefit to Local \$0

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Pierce County Prosecuting Attorney	AL14-02	Shelly Baldwin	3
<p>The Pierce County Prosecuting Attorney's Office is committed to partnering with the local justice system and law enforcement agencies including Target Zero Teams to reduce impaired driving through aggressive and effective prosecution of violators. This grant funding will add two full-time Deputy Prosecuting Attorneys to work exclusively on impaired driving cases and reduce the amount of time between incident and adjudication in the court.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
Impaired Driving Strategy 3.1 (P); 1.1.C1; 1.1.C2; 1.1.D4	402 CF	\$192,000	\$192,000

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Spokane County Prosecutor's Office	AL14-03	Shelly Baldwin	5
<p>Target Zero Teams in Spokane will increase the number of DUI arrests and the need for strong prosecutorial response. With the legalization of marijuana in Washington, enforcement of impaired driving presents new issues in detecting, arresting, and prosecuting impaired drivers. The Prosecutor's Office will train law enforcement officers in the search warrant application process to strengthen the state's case and reduce the rate of breathalyzer/blood refusals. Results will be measured through statistical evaluation of cases from DISCIS and reports from Target Zero Teams.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
1.1.D4	402 CF	\$147,225	\$147,225

Washington State Patrol – Impaired Driving Section Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	K814-01	Shelly Baldwin	22
<p>Impaired drivers account for approximately half of all traffic fatalities in Washington. The TSRP program is a best practice to reduce impaired driving. Two TSRPs currently work with WSP's Impaired Driving Section with access to the state's leading experts in BAC testing, toxicology, standard field sobriety tests, ignition interlock, and the Drug Recognition Expert program - a tremendous benefit to our state's prosecutors. Program is measured by number of officers and prosecutors trained, total training hours provided, and number of technical assistance responses provided to prosecutors and law enforcement. Ultimately, the number of impaired driving crashes should be reduced.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
1.1.C1	410 CF	\$296,080	\$0

Grant Recipient Washington State Patrol	Federal Project # M5OT14-01	Program Manager Mark Medalen	WTSC Project # 30
<p>The WSP Impaired Driving Section (IDS) will provide support to all law enforcement agencies in Washington through a combined effort of strong Ignition Interlock, Standard Field Sobriety Testing, Drug Recognition Experts and Mobile Impaired Driving Unit programs. Programs are measured and reported based on number of trainings, emphasis patrols, interlocks installed, MIDU activity, and regional reports. Ultimately, the success of the IDS is based on the reduction in serious injury and fatality collisions involving an impaired driver.</p>			
SHSP (Target Zero Plan) Link 1.1.C5; 1.1.D1; 3.2.E1	Fund Source 405 ID	Amount Approved \$640,980	Benefit to Local \$0

Impaired Driving Expenditure Summary

Project #	Project Title	Budget	Budget Source
AL14-02	Target Zero Teams: Pierce Co. Prosecutor	\$192,000	402
AL14-03	Target Zero Teams: Spokane Co. Prosecutor	\$147,225	402
AL14-04	Yakima County DUI Court	\$100,000	402
AL14-05	Spokane County DUI Court	\$87,924	402
AL14-06	Okanogan County DUI Court	\$50,000	402
AL14-07	DUI Mobilization: News/Ancillary Media	\$100,000	402
AL14-08	Thurston County Party Intervention Patrol	\$40,000	402
PM14-01	DUI Mobilization: Paid Media	\$700,000	402
PT14-02	DUI Mobilization: WSP Overtime	\$372,000	402
PT14-03	DUI Mobilization: Local Law Enforcement Overtime	\$475,000	402
Total 402		\$2,264,149	
K814-01	WSP: Traffic Safety Resource Prosecutor	\$296,080	410
Total 410		\$296,080	
M5HVE14-01	WSP Target Zero Teams: Yakima/Spokane	\$1,606,000	405d
M5HVE14-02	Local Law Enforcement Target Zero Teams	\$916,000	405d
M5OT14-01	WSP Impaired Driving Section	\$640,980	
Total 405d		\$3,162,980	
State WSP	WSP Target Zero Teams: Pierce/King/Snohomish	\$1,670,000	State - WSP
Total State WSP		\$1,670,000	
Total All Funds		\$7,393,209	

SPEEDING

Overview and Background

Speeding is the third most common factor contributing to fatal and serious injury crashes. From 2009-2011, speeding was involved in nearly 40 percent of fatalities and 30 percent of serious injuries. Only impairment and run-off-the-road are involved more often. While speeding contributes to a large percentage of crashes, the total number of this type of crash keeps going down. Ongoing education of the public about the dangers of speeding, partnered with high visibility patrols to enforce speed limits, have proven to be effective.

In 2009-2011, speeding involved fatalities and serious injuries declined slightly faster than statewide fatalities and serious injuries. Compared with 2006-2008, speeding involved fatalities have declined 20 percent and serious injuries have decreased 17 percent. Speeding continues to frequently be coupled with impairment and run-off-the-road. In 2009-2011, 64 percent of speeding involved fatalities also included impairment, and 61 percent resulted in a run-off-the-road collision.

Although the decline in speeding is promising, more still needs to be done. A statewide advisory council on reducing speeding related deaths and serious injuries is in the process of being formed. This advisory council is modeled after the successful structure of the Traffic Records Committee (TRC) and the Washington Impaired Driving Advisory Council (WIDAC). This advisory body will meet to examine data and research, and identify and recommend strategies for reducing these crashes.

While speeding may be the only contributing factor in some fatal and serious injury crashes, it is often combined with other dangerous driving behaviors. These include aggressive driving, impairment by drugs or alcohol, and not wearing a seat belt.

Impairment was involved in 64 percent of speeding involved fatalities. Sixty-one percent (61 percent) of speeding involved fatalities resulted in run-off-the-road crashes. In 43 percent of speeding involved fatalities, both impairment and run-off-the-road were factors.

Speeding occurs more often among males, young drivers and motorcyclists. Males accounted for over 78 percent of speeding involved fatalities and over 66 percent of speeding involved serious injuries. Young drivers age 16-25 represented 33 percent of speeding involved fatalities and 35 percent of speeding involved serious injuries. Over half of all motorcyclist fatalities involved speeding.

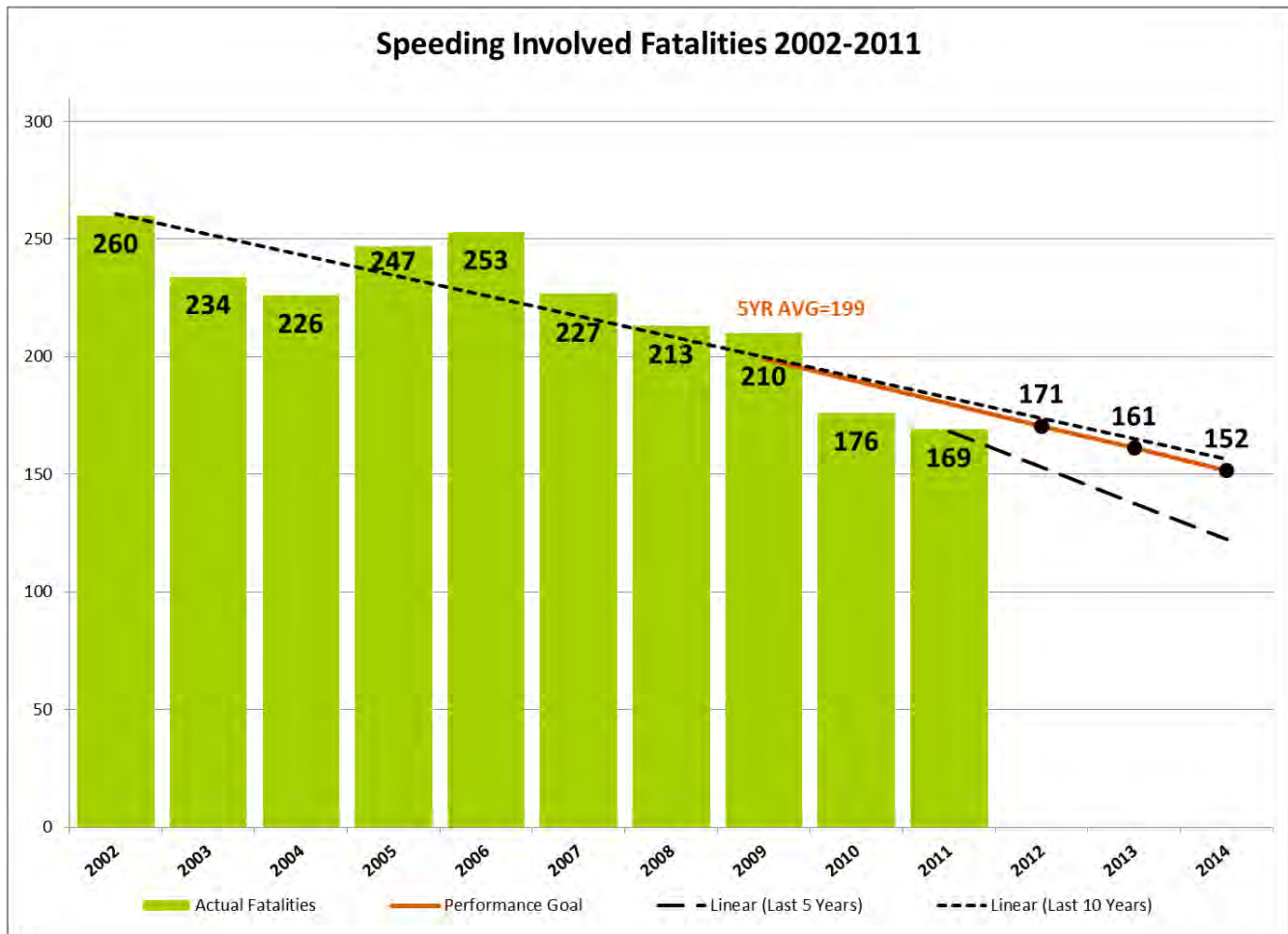
There are also trends related to when and where speeding related fatalities occur. Fatality numbers are highest when the weather is warmer, and occur most frequently on weekends and on rural roads. Nearly one-third of speeding related fatalities and serious injuries were between June and August. Almost half of fatalities and 33 percent of serious injuries involving speeding occurred on weekends. More than half of speeding related fatalities were on rural roads.

Performance Analysis

Speeding Involved Fatalities

Outcome Measure: Reduce the number of speeding involved fatalities from the 2007-2011 baseline average of 199 to 152 by December 31, 2014 (-23.6 percent).

Performance Report: In 2011, there were 169 fatalities that involved speeding, achieving the goal of 214 by 26.6 percent.

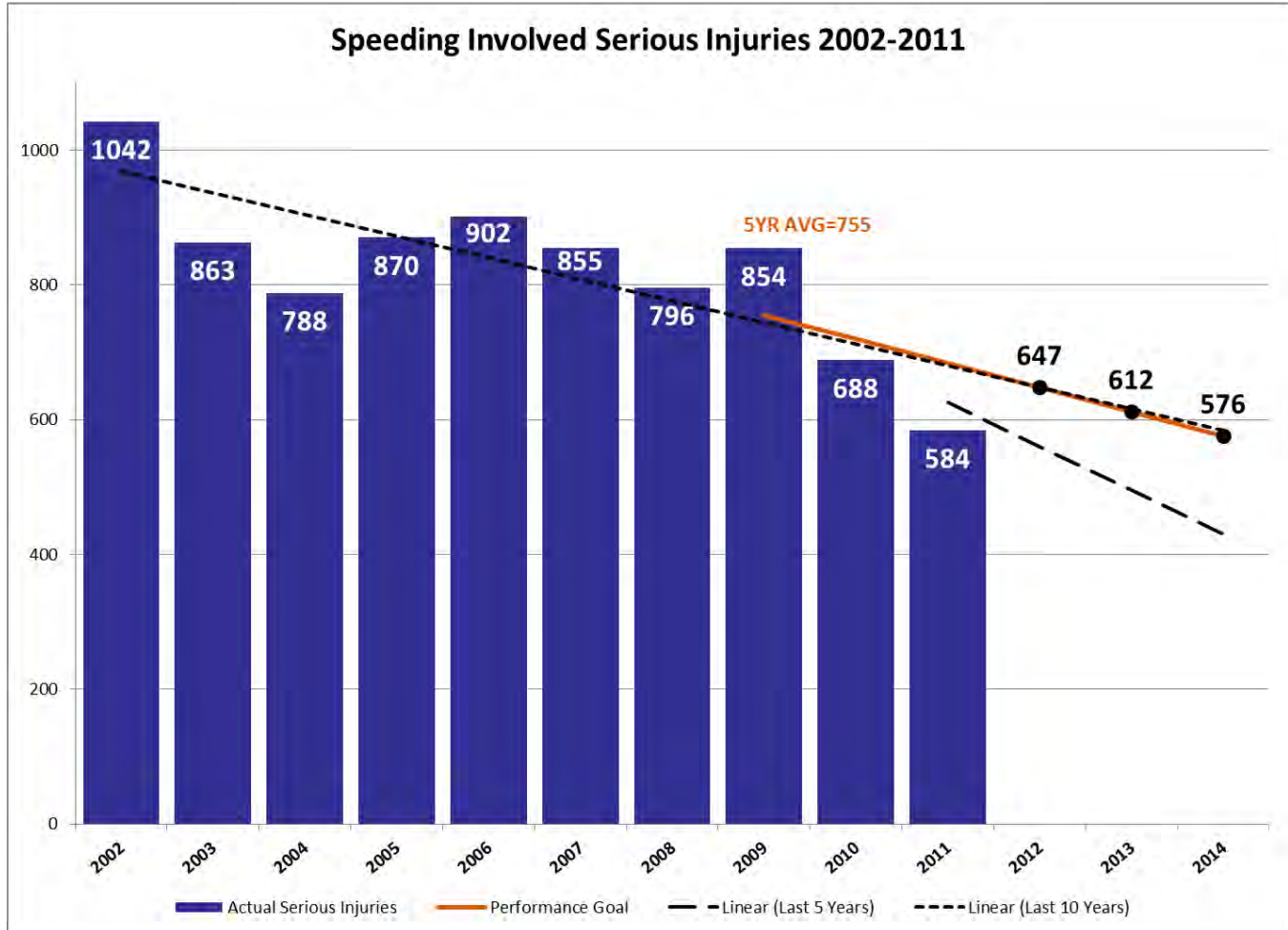


SOURCE: WA FARS

Speeding Involved Serious Injuries

Outcome Measure: Reduce the number of speeding involved fatalities from the 2007-2011 baseline average of 199 to 152 by December 31, 2014 (-23.6 percent).

Performance Report: New performance goal added FY2014.



SOURCE: WA FARS

Projects

The following project was selected for funding in FFY 2014. This project was chosen as a result of its anticipated impact on the core outcome measures listed above. This project aligns with six speeding-related strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Speeding Advisory Committee/Proof of Concept Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # SE14-01	Program Manager Mark Medalen	WTSC Project # 38
<p>Nearly 40 percent of all traffic-related fatalities in Washington involve a speeding driver. This grant supports the formation of a statewide advisory council on speeding to study and suggest a direction for a speed reduction effort. Evaluation of the council will consist of output based measures, and ultimately, the reduction of speed-related crashes resulting in serious injuries and fatalities.</p>			
SHSP (Target Zero Plan) Link 1.3.A2; 1.3.C1; 1.3.C2; 1.3.C4; 1.3.C5; 1.3.C6	Fund Source 402 NEW	Amount Approved \$75,000	Benefit to Local \$0

Speeding Expenditure Summary

Project #	Project Title	Budget	Budget Source
SE14-01	Speeding Advisory Committee/Proof of Concept	\$75,000	402
Total 402		\$75,000	
Total All Funds		\$75,000	

YOUNG DRIVERS

Overview and Background

From 2009-2011, 35 percent of fatal collisions involved a young driver age 16-25. In that same time frame, young drivers were involved in 38 percent of all serious injury crashes. Compared to 2006-2008, there has been a 25 percent decrease in the number of young driver involved fatal crashes. This is better than the overall fatal collision rate which decreased by 18.5 percent. Yet, drivers in this age group have the highest rates for collisions, speeding, impaired driving and distracted driving than any other age group in the state. Washington continues to pursue the best strategies to affect this age group who still has so much of life ahead of them.

-Washington's Intermediate Driver License Law-

In the 12 years since implementation of Washington's Intermediate Driver License (IDL) Law, there have been fewer collisions involving 16 and 17 year old drivers. First time drivers in Washington State who are 16 or 17 years old face license restrictions intended to improve their safety, as well as the safety of others. Sixteen- and 17-year-old drivers are required to complete Driver Training School curriculum and other prerequisites. Following licensure, these 16 and 17 year olds then have restrictions on their driving privileges and lose graduated driving licensing privileges if they commit violations. With a third violation the license is suspended until age 18.

Of note, if a person waits until age 18 to apply for a driver license, the only licensure requirements are to pass the knowledge and driving test, the same as for all other new drivers in Washington.

-Impact of Waiting to Get a License until 18-years-old-

Licensing data shows a significant number of teens waiting until they are 18-years-old to get their driver's license. In 2001, a trend began in Washington of fewer 16-year-olds, and an increasing number of 18-year-olds, getting their license for the first time. This is concerning as newly licensed drivers at age 18 may begin driving without any driver training, road experience, or the IDL restrictions imposed on drivers 16 and 17 years of age.

Annually approximately 35,000 16-year olds obtain a first time license, 10,000 17-year-olds and 15,000 18-year-olds. Only about 5,000 19-25 year olds obtain a first time license each year. All of the reasons for the later licensure trend have not been identified, though possible causes include the high cost of driver education programs and to avoid IDL restrictions. Differences between teens who are licensed under the IDL and teens who are first licensed at age 18 also have not been identified.

-Knowledge and Skills Test Privatization-

In October 2012, the Department of Licensing (DOL) implemented legislation allowing private and public driver training schools to administer the knowledge and skills tests for licensure in Washington. Formerly this test was administered exclusively by DOL. From October 2012 to May 2013 approximately 100,000 tests have been administered by over 280 approved driver training schools making the testing for licensure more available to the public. Prior to October 2012 there were only 56 licensing services offices across the state that provided testing.

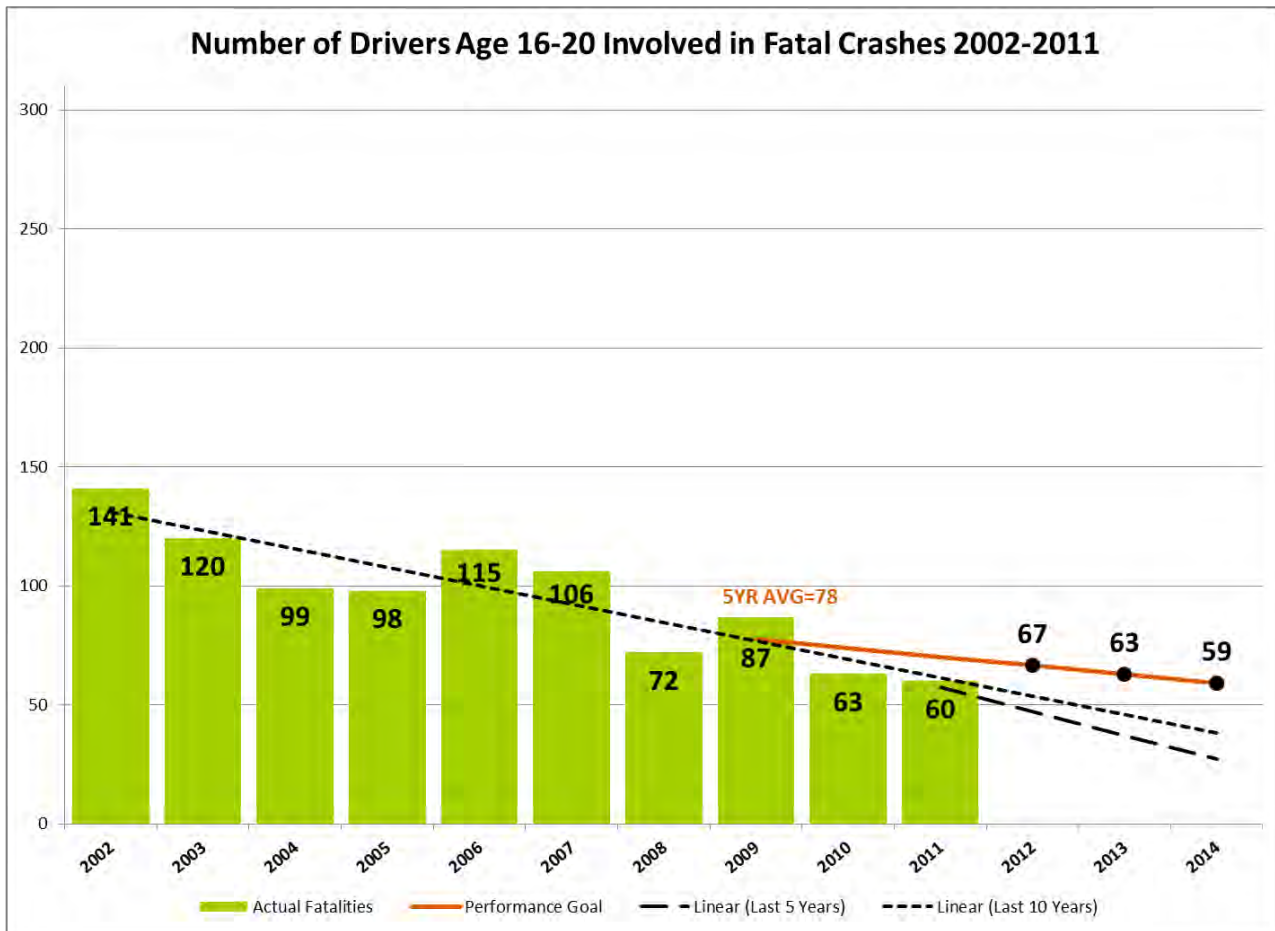
All schools providing testing will be audited annually to ensure compliance with rules and regulations. DOL is collecting data to identify and address any issues or concerns regarding this transition. The impact on competency in driving skills has not been assessed, as time must pass to determine needed changes, if any.

Performance Analysis

Number of Drivers age 16-20 Involved in Fatal Crashes

Outcome Measure: Reduce the number of drivers age 16-20 involved in fatal crashes from the 2007-2011 baseline average of 78 to 59 by December 31, 2014 (-24.4 percent).

Performance Report: In 2011, there were 60 drivers age 16-20 involved in fatal crashes, achieving the goal of 79 by 31.7 percent.

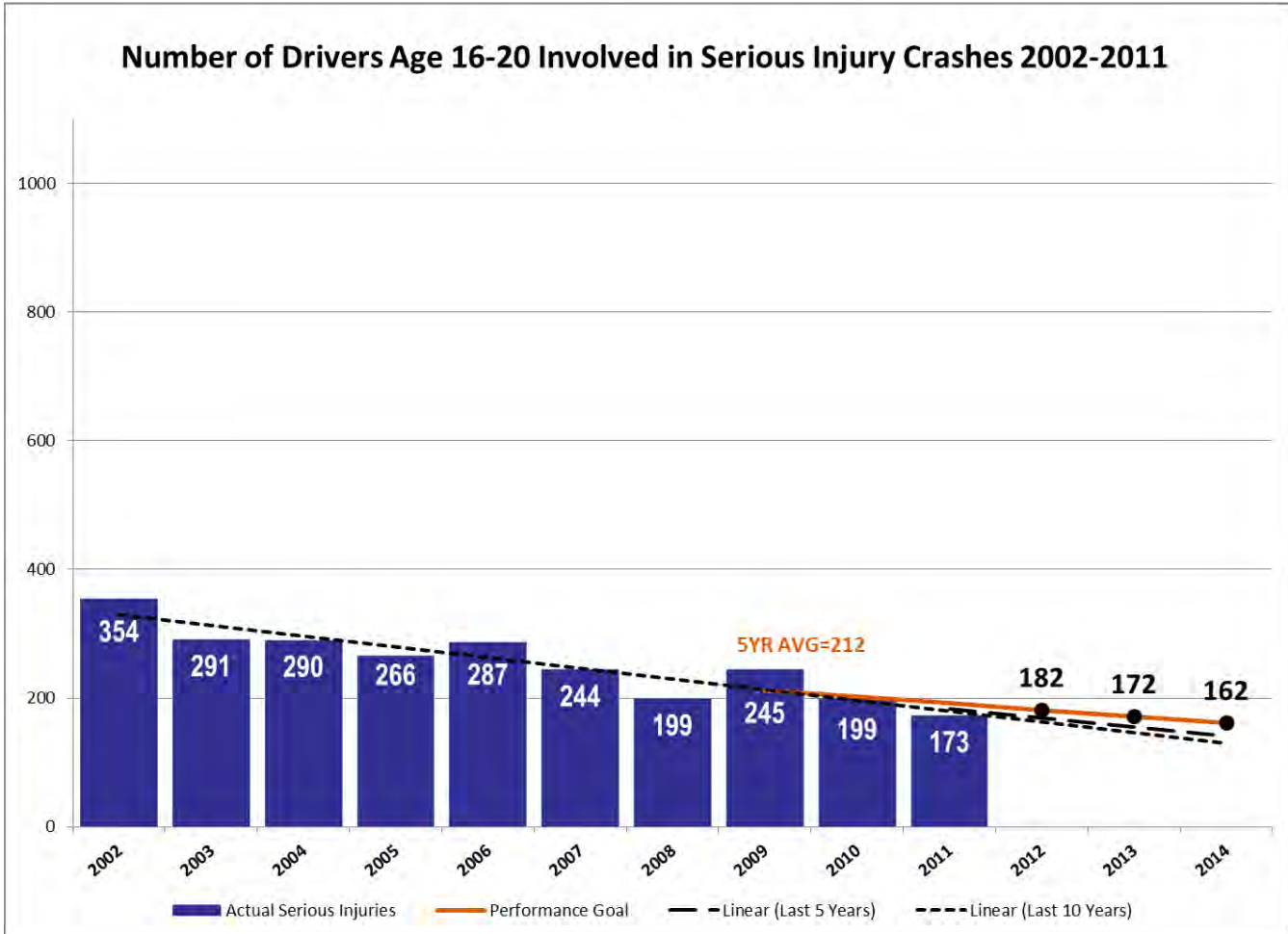


SOURCE: WA FARS

Number of Drivers age 16-20 Involved in Serious Injury Crashes

Outcome Measure: Reduce the number of drivers age 16-20 involved in serious injury crashes from the 2007-2011 baseline average of 212 to 162 by December 31, 2014 (-23.6 percent).

Performance Report: New performance goal added FY2014.

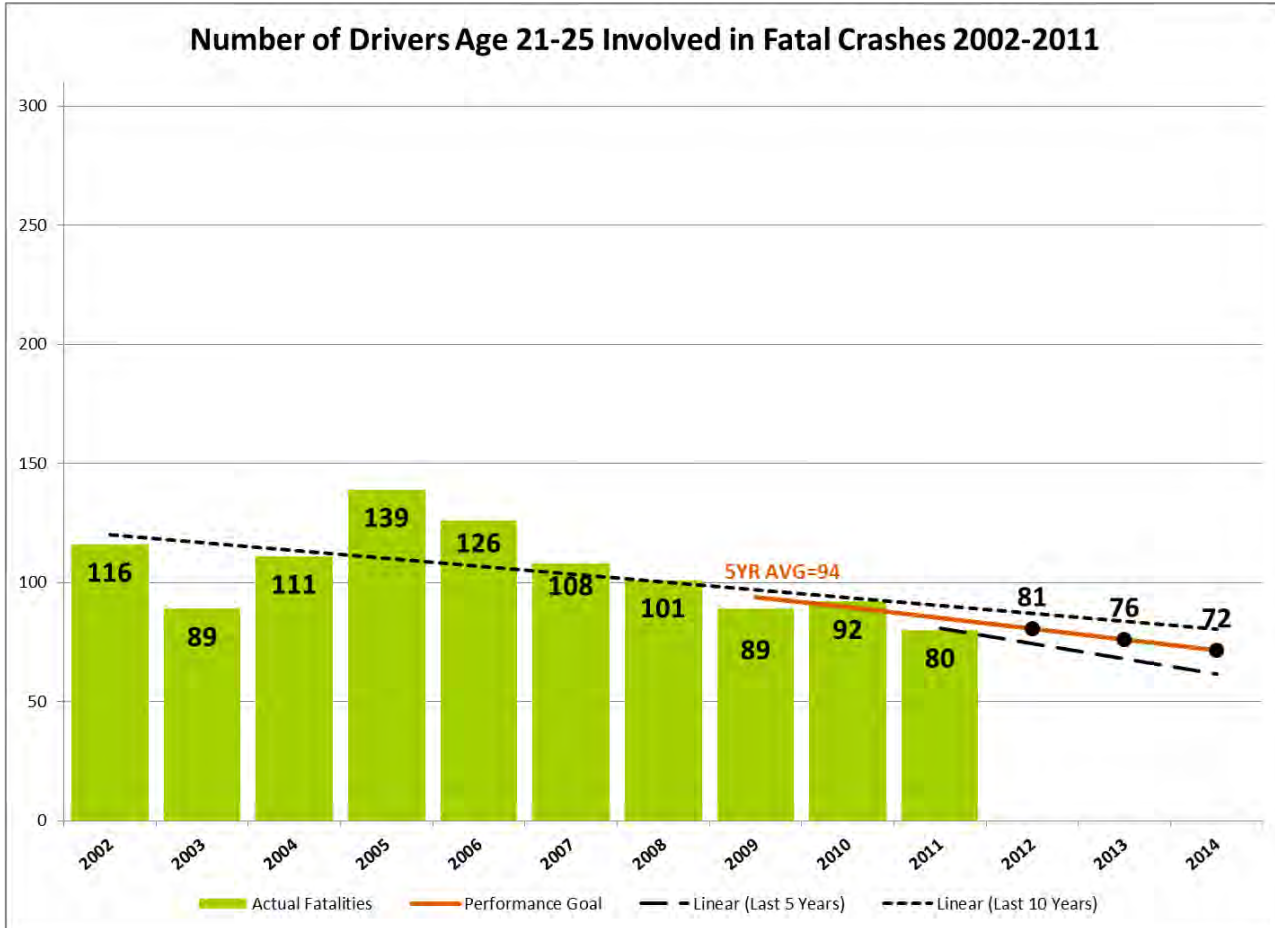


SOURCE: WSDOT

Number of Drivers age 21-25 Involved in Fatal Crashes

Outcome Measure: Reduce the number of drivers age 21-25 involved in fatal crashes from the 2007-2011 baseline average of 94 to 72 by December 31, 2014 (-23.4 percent).

Performance Report: New performance goal added FY2014.

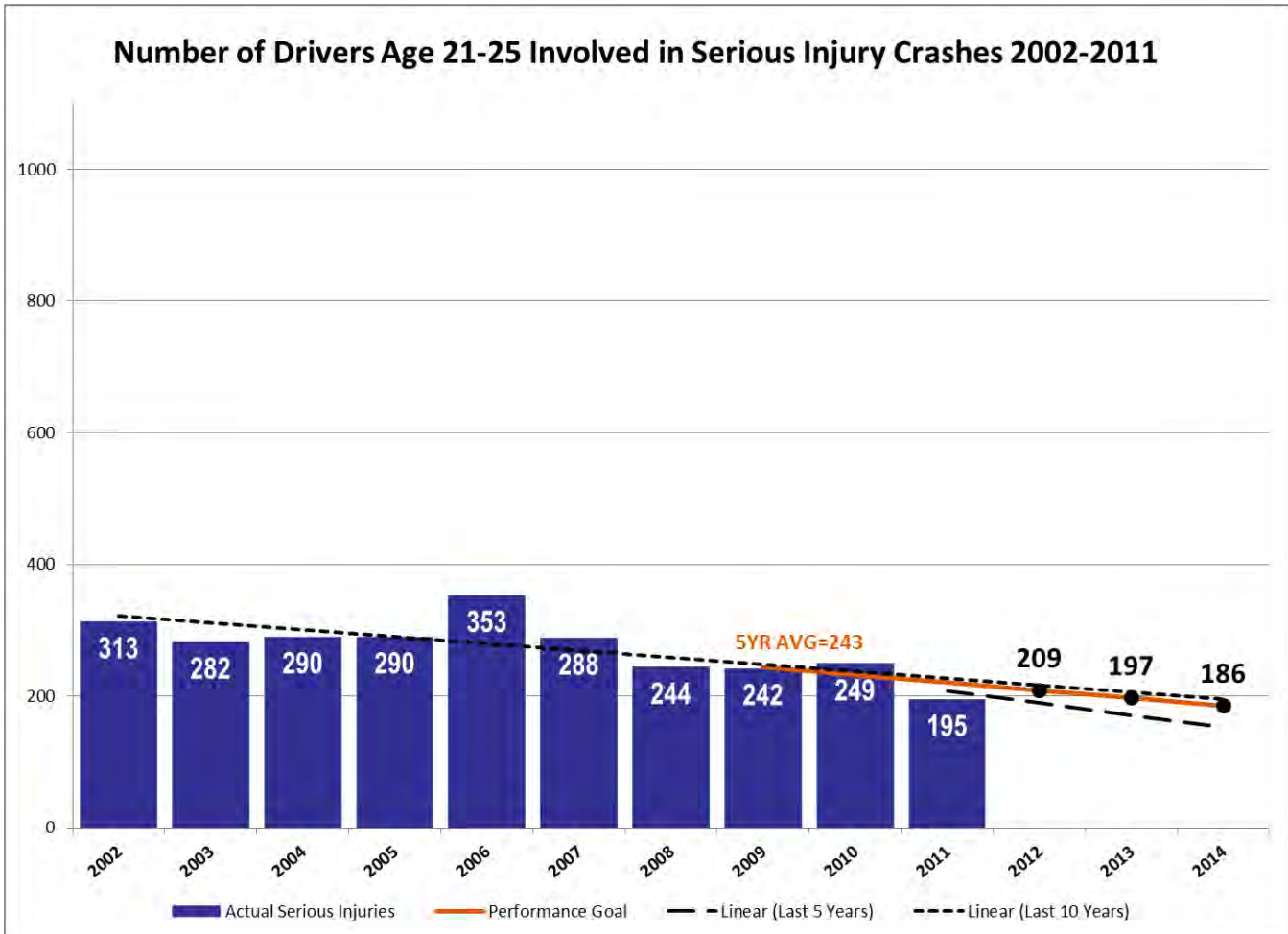


SOURCE: WA FARS

Number of Drivers age 21-25 Involved in Serious Injury Crashes

Outcome Measure: Reduce the number of drivers age 21-25 involved in serious injury crashes from the 2007-2011 baseline average of 243 to 186 by December 31, 2014 (-23.5 percent).

Performance Report: New performance goal added FY2014.



SOURCE: WSDOT

Projects

The following projects have been selected for funding in FFY 2014. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Young Driver Task Force Project

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	CP14-09	Angie Ward	51
<p>Young drivers continue to be overrepresented in crashes and are now a Priority One in the Target Zero Plan. Grant funds in the Young Driver project will support continued outreach to and training for law enforcement around the Intermediate Driver License law. Additionally, informal "listening sessions" with parents of newly licensed teens will be conducted to identify key messages and methods of promoting IDL among this target population.</p>			
SHSP (Target Zero Plan) Link 2.1.A1; 2.1.A4; 2.1.C1	Fund Source 402 NEW	Amount Approved \$30,000	Benefit to Local \$0

State Farm Young Driver Project

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	K214-01	Angie Ward	34
<p>This project provides \$500 in grants to student groups in high schools throughout the state. These student groups conduct peer-led educational activities that meet certain criteria around seatbelts, distracted driving, and impaired driving. In the last three years State Farm has provided WTSC approximately \$200,000 for this purpose. In 2013, 99 high schools applied for and received grants through this cooperative project with State Farm.</p>			
SHSP (Target Zero Plan) Link 1.1.A3; 2.3.D1	Fund Source 405 CF State Farm	Amount Approved \$20,000 \$50,000	Benefit to Local \$0 \$0
	TOTAL	\$70,000	\$0

Young Driver Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP14-09	Young Driver Task Force Project	\$30,000	402
Total 402		\$30,000	
K214-01	State Farm Young Driver Project	\$20,000	405
Total 405		\$20,000	
State Farm	State Farm Young Driver Project	\$50,000	St Farm - Local
Total State Farm		\$50,000	
Total All Funds		\$100,000	

DISTRACTED DRIVING

Overview and Background

Distracted Driving is any non-driving activity that diverts a driver's attention from driving. Distracted driving comes in three forms: visual, manual, and cognitive.

- Visual Distractions take a driver's eyes off the road.
- Manual Distractions take the driver's hands off the steering wheel.
- Cognitive Distraction takes the driver's mind off the road.

Driver distractions include activities such as cell phone use, texting, eating, drinking, smoking, adjusting internal controls, talking or interacting with passengers or animals, and using devices like GPS navigation systems.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions, as information pointing to distraction is gathered through self-reporting, witness testimony and evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among younger drivers. Efforts to curb distracted driving, focusing mainly on younger drivers, are increasing.

The 10 year trends indicate we face significant performance gaps, especially when it comes to serious injury collisions. In order to reach Target Zero by 2030, we need to see seven fewer fatalities and 16 fewer serious injuries involving distracted drivers every year. Most recent data is more encouraging. In 2009-2011, fatalities involving a distracted driver declined 5.8 percent (426) and serious injuries 17.7 percent (868) compared to 2006-2008 (previously 452 and 1,055 respectively).

The distracted driving problem has proven difficult to track as a contributing factor in collisions. While every day we see drivers using cell phones or driving distracted in other ways, identifying distracted driving as the reason for a collision is not so easily detected. By the time investigators arrive at the scene, the distraction has passed or been put away. Surviving drivers rarely offer they ran off the road because they were talking on their phone, and independent witnesses or specific evidence is rarely available.

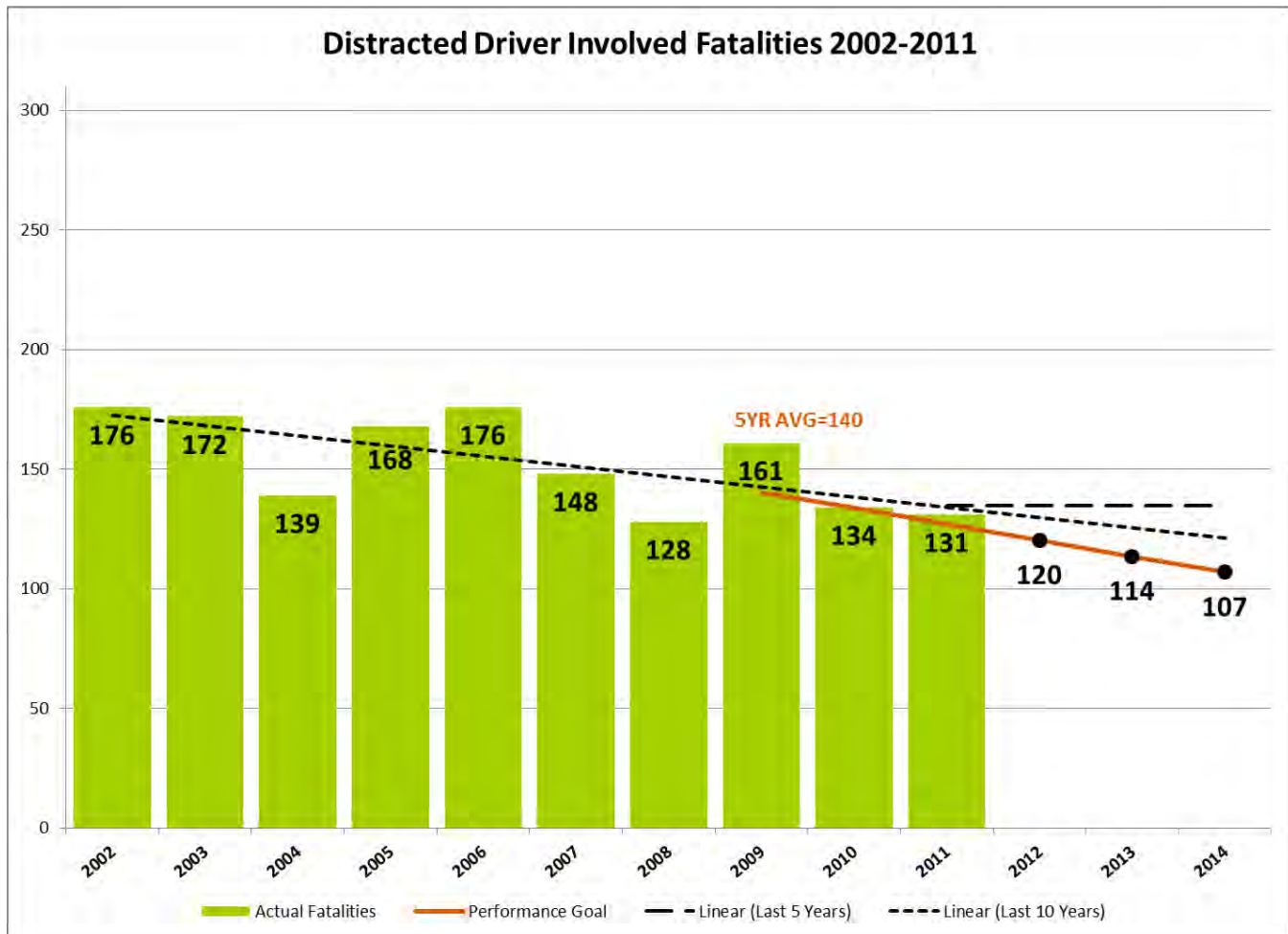
The data in the *Performance Analysis* section includes those collisions which we know involved a distracted driver. However we believe distracted driving is a much more significant cause of fatal and serious injury collisions than these numbers indicate. For this reason, distracted driving was elevated to a Level Two Target Zero priority.

Performance Analysis

Distracted Driver Involved Fatalities

Outcome Measure: Reduce the number of distracted driver involved fatalities from the 2007-2011 baseline average of 140 to 107 by December 31, 2014 (-23.6 percent).

Performance Report: In 2011, there were 131 fatalities involving a distracted driving, missing the goal of 126 by 4 percent.



SOURCE: WA FARS

Projects

The following project was selected for funding in FFY 2014. This project was chosen as a result of its anticipated impact on the core outcome measures listed above. The project aligns with three distracted driving strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Distracted Driving Proof of Concept Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # M8PE14-01	Program Manager Angie Ward	WTSC Project # 47
Education, enforcement, and engineering will all play a role in this project to get drivers to keep their eyes on the road and ultimately reduce serious injury and fatality crashes. This project supports the formation of a statewide advisory council on distracted driving which would study and suggest a direction for Washington's distracted driving reduction effort. If warranted by the outcomes of the council, a Proof of Concept project might also be funded. The council's direction may include some or all of the Target Zero strategies to reduce distracted driving related fatalities and serious injuries.			
SHSP (Target Zero Plan) Link 2.1.D1; 2.3.A1; 2.3.D1	Fund Source 405 DD	Amount Approved \$150,000	Benefit to Local \$0

Distracted Driving Expenditure Summary

Project #	Project Title	Budget	Budget Source
M8PE14-01	Distracted Driving Proof of Concept	\$150,000	405e
Total 405e		\$150,000	
Total All Funds		\$150,000	

TRAFFIC RECORDS

Overview and Background

Target Zero is a data-driven approach to reducing traffic fatalities and injuries. Timely, accurate, 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 innovative strategies in areas 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 that capture, store, transmit, and analyze the following types of data:

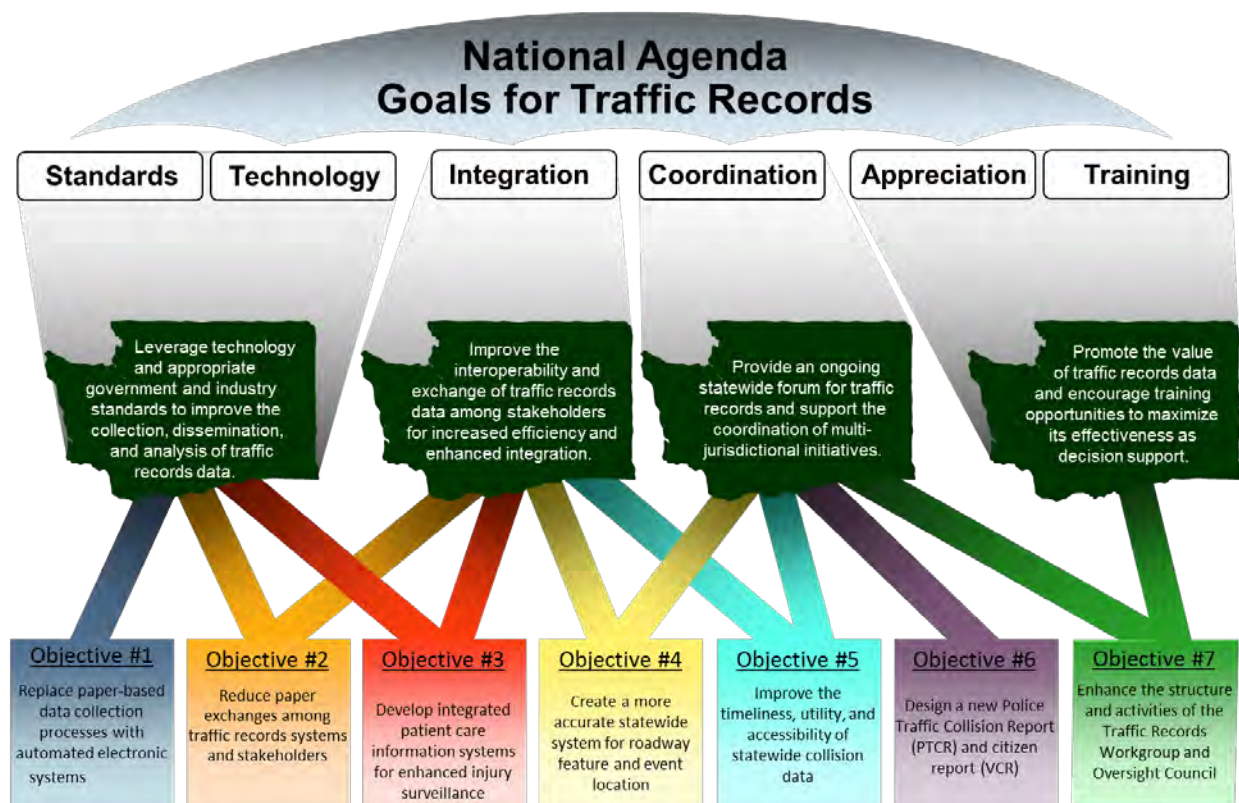
- Traffic fatalities (*Washington Traffic Safety Commission*)
- All collisions (*Washington State Department of Transportation*)
- Citation/adjudication information (*Washington Administrative Office of the Courts*)
- Licensed drivers and registered vehicles (*Washington Department of Licensing*)
- Commercial motor vehicles (*Washington Department of Licensing and Washington State Patrol*)
- Injury surveillance systems (*Washington Department of Health*)
- Roadway information (*Washington State Department of Transportation*)
- Location information via Geographic Information Systems (*Various Agencies*)

These records are used to make up Washington's Traffic Records System. Each component of this system 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.

-Washington's Traffic Records Committee-

The Washington Traffic Records Committee (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 records system. The TRC website may be accessed at <http://trafficrecords.wa.gov/> and contains the TRC Strategic Plan and current project portfolio.

Washington's Strategic Direction



Performance Analysis

Outcome Measure	Baseline	Actual	Target
1. Decrease the average number of days from the time of a collision until available in the statewide database for analysis and reporting (WSDOT). Crash – Timeliness Deficiency #2 – Statewide Collision Data Quality Linked Project – #23: Implementation of LEAN Collision Report Processing Recommendation (pg. 98 of the <i>Traffic Records Strategic Plan</i>).	7/2011-6/2012	7/2012-6/2013	7/2013-6/2014
	205 Days	148 Days	90 Days

Outcome Measure	Baseline	Actual	Target
2. Increase the percent of statewide public road miles identified on the state's basemap (WSDOT). Roadway – Completeness Deficiency #4 – Location Referencing System Linked Project – Project #22 – Improving Transportation Basemap & Geocoding of Collision Reports (Pg. 97 of the <i>Traffic Records Strategic Plan</i>)	12/2012	6/2013	6/2014
	54 percent (45,258 of 83,743 public road miles)	61 percent (51,339 of 83,878 public road miles)	68 percent

Projects

The following projects have been selected for funding in FFY 2014. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

WTSC Research & Data Division

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	TR14-02	Staci Hoff	33
<p>Washington's Target Zero Plan is data driven. This grant funds staff and resources for the Research and Data Division (RaD-D) of the Washington Traffic Safety Commission to provide a source of accurate, complete, timely, and integrated data. Staff use these data to identify emerging traffic safety trends, conduct research and analysis, and evaluate the effectiveness of various traffic safety countermeasure projects. This research and analytical support for traffic safety professionals statewide is vital to achieve the Target Zero vision.</p>			
SHSP (Target Zero Plan) Link 2.6.H1; 2.6.H2	Fund Source 402 NEW	Amount Approved \$140,000	Benefit to Local \$0

WSP Geospatial Analysis Project

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	TR14-03	Debi Besser	28
<p>Currently, data reports provided to WSP field command contain 42 days of traffic safety activity and take two weeks to produce. This grant provides WSP with a web-based ArcGIS server that allows analysts to provide virtual, real time traffic safety activity information to field commanders, maximizing field personnel deployment to best address current activity hotspots. Traffic collision data will measure the effectiveness of the new reporting system compared to the previously produced 42-day reports.</p>			
SHSP (Target Zero Plan) Link 2.6.H1; 2.6.H2	Fund Source 402 NEW	Amount Approved \$53,800	Benefit to Local \$0

Traffic Records Committee Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	K914-01; M3DA14-01	Debi Besser	45
<p>The Washington Traffic Records Committee is a partnership of state, local, and federal interests from the transportation, law enforcement, criminal justice, and health disciplines. This statewide stakeholder forum fosters collaboration and facilitates the planning, coordination, and implementation of projects to improve the state's traffic safety data and related systems. This project implements the TRC's FFY 2014 Projects Portfolio consisting of seven projects across four different agencies. These projects will facilitate improvements in the timeliness, accuracy, completeness, and integration of traffic safety data. The following traffic records projects are included in the FFY 2014 proposal. Numbers preceding the project title correspond to the project numbers in the traffic records strategic plan.</p>			

eTRIP 18. Hardware Acquisition (Scanners, Printers) for Local Law Enforcement (WASPC)
eTRIP 20. Local Law Enforcement Coordination (WASPC)
eTRIP 22. SECTOR Training Administrators (Johansen Collision Consulting)
eTRIP 21. SECTOR enhancements, i.e. eTRIP Governance Team priorities (WSP)
18. Data Integration Team – Linking Datasets (WTSC)
24. Geospatial Analysis of statewide Fatality & Serious Injury Collision Data (WTSC)
25. Online Toxicology Case Submission & Reporting Portal (WSP)
Travel for TRC Members to the International Traffic Records Forum
Projects carried forward from previous Fiscal Year
eTRIP 18. Hardware Acquisition for Local Law Enforcement (WASPC)
eTRIP 25. SECTOR Sustainability Study (WTSC)
18. Data Integration Team – Linking Datasets (WTSC)
19. Washington Traffic Records Strategic Plan
20. TRC Website Revision

SHSP (Target Zero Plan) Link
2.6.A1; 2.6.A3; 2.6.B1; 2.6.D2;
2.6.E7; 2.6.F1; 2.6.H2

Fund Source	Amount Approved	Benefit to Local
405 TR	\$446,000	\$0
408 CF	\$600,000	\$0
TOTAL	\$1,046,000	\$0

Traffic Records Expenditure Summary

Project #	Project Title	Budget	Budget Source
TR14-02	WTSC Research & Data Division	\$140,000	402
TR14-03	WSP Geospatial Analysis Project	\$53,800	402
Total 402		\$193,800	
K914-01	Traffic Records Committee Projects	\$600,000	408
Total 408		\$600,000	
M3DA14-01	Traffic Records Committee Projects	\$446,000	405c
Total 405c		\$446,000	
Total All Funds		\$1,239,800	

OCCUPANT PROTECTION

Overview and Background

Washington has one of the most successful seat belt promotional efforts in the nation. Since the adoption of Click it or Ticket and the primary enforcement seat belt law in 2002, Washington has consistently had one of the highest rates of seat belt use in the country. Strong support from the law enforcement community and aggressive efforts to publicize seat belt patrols, with assistance from Target Zero Managers operating in 24 counties, provide the backbone of this effort that has done more to save lives and reduce injuries than any behavioral project to date.

Fatalities and serious injuries resulting from unrestrained vehicle occupants have been steadily declining. In 2009-2011, unrestrained vehicle occupant fatalities decreased by 29.7 percent and serious injuries decreased by 14.8 percent, compared with 2006-2008. These types of declines in unrestrained vehicle passenger death and serious injury have been consistently occurring since the primary seatbelt law was passed in 2002. Despite these gains, the majority of unrestrained vehicle occupant deaths are coupled with other high risk behaviors, such as impairment and speeding. In 2009-2011, impairment was a factor in 71 percent of unrestrained vehicle occupant deaths, and speeding contributed to 48 percent. Combined, speeding and impairment both contributed to 38 percent of these deaths.

Efforts to promote seat belt use in Washington began with education and advertising promotions, such as the 1968 *Buckle Up for Safety* Campaign sponsored by the National Safety Council. With the 1986 passage of the secondary seat belt law, efforts were undertaken to measure and document seat belt use in the state. This first survey showed seat belt use in 1986 at an abysmal 36 percent. The observational survey has been repeated every year since, rigorously following this same sample design and methodology, with the most current use rate at an astonishing 96.9 percent, a number that many said, in earlier years, simply could not be achieved. This number represents 6,683,204 Washington motorists who buckled up.

In 1971, the federal government established minimum standards for child safety seats to reduce the number of children killed and severely injured in motor vehicle crashes. Washington's child passenger safety law was originally adopted in 1983 and has undergone numerous modifications and upgrades. According to the current law, children must ride in correct child restraints up to age eight or 4'9" tall, whichever comes first.

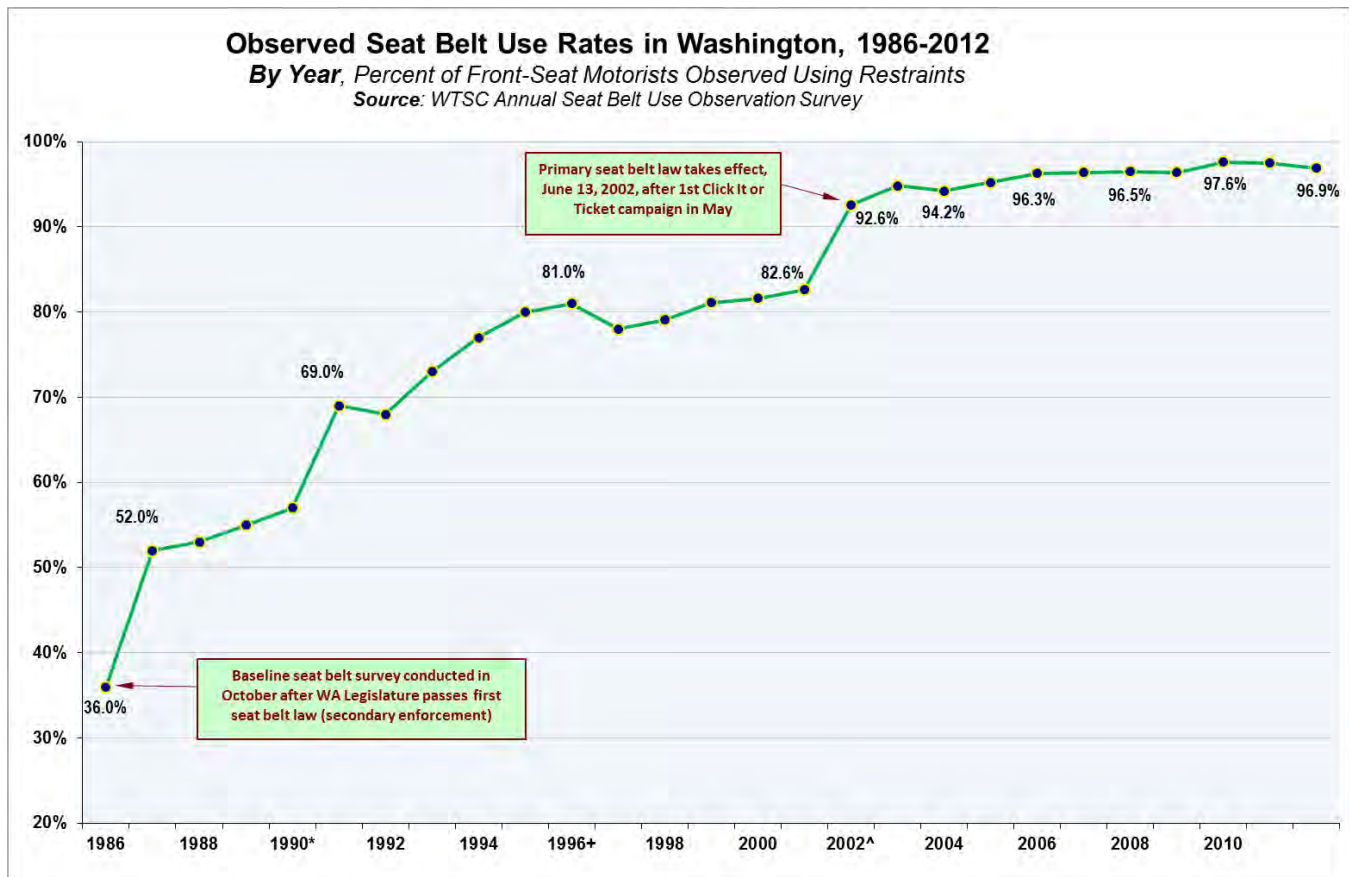
Washington's child passenger safety program is now under the supervision of a project manager housed at the Bonney Lake Police Department. Under the new leadership, a grant process has been established and utilized to support child passenger safety efforts at the local level. This funding is available to a qualifying school, government agency or 501(c)3 nonprofit that provides child passenger safety efforts intended to reduce the number of deaths and serious injuries to children resulting from traffic crashes on Washington roads. This program also improves retention and recruitment of nationally certified child passenger safety technicians (CPST's) and support of statewide child restraint inspection stations. The project manager provides consistent communication of opportunities for Child Passenger Safety Technician courses, continuing education unit (CEU) training opportunities, available resources for conducting required seat sign-offs for recertification, and funding to accomplish these activities.

Performance Analysis

Observed Daytime Seatbelt Use

Outcome Measure: Increase the daytime seatbelt use rate from the 2007-2011 baseline average of 96.9 percent to 98 percent by December 31, 2014.

Performance Report: In 2011, the observed daytime seatbelt use rate was 97.5 percent, slightly higher than the goal of 97 percent.



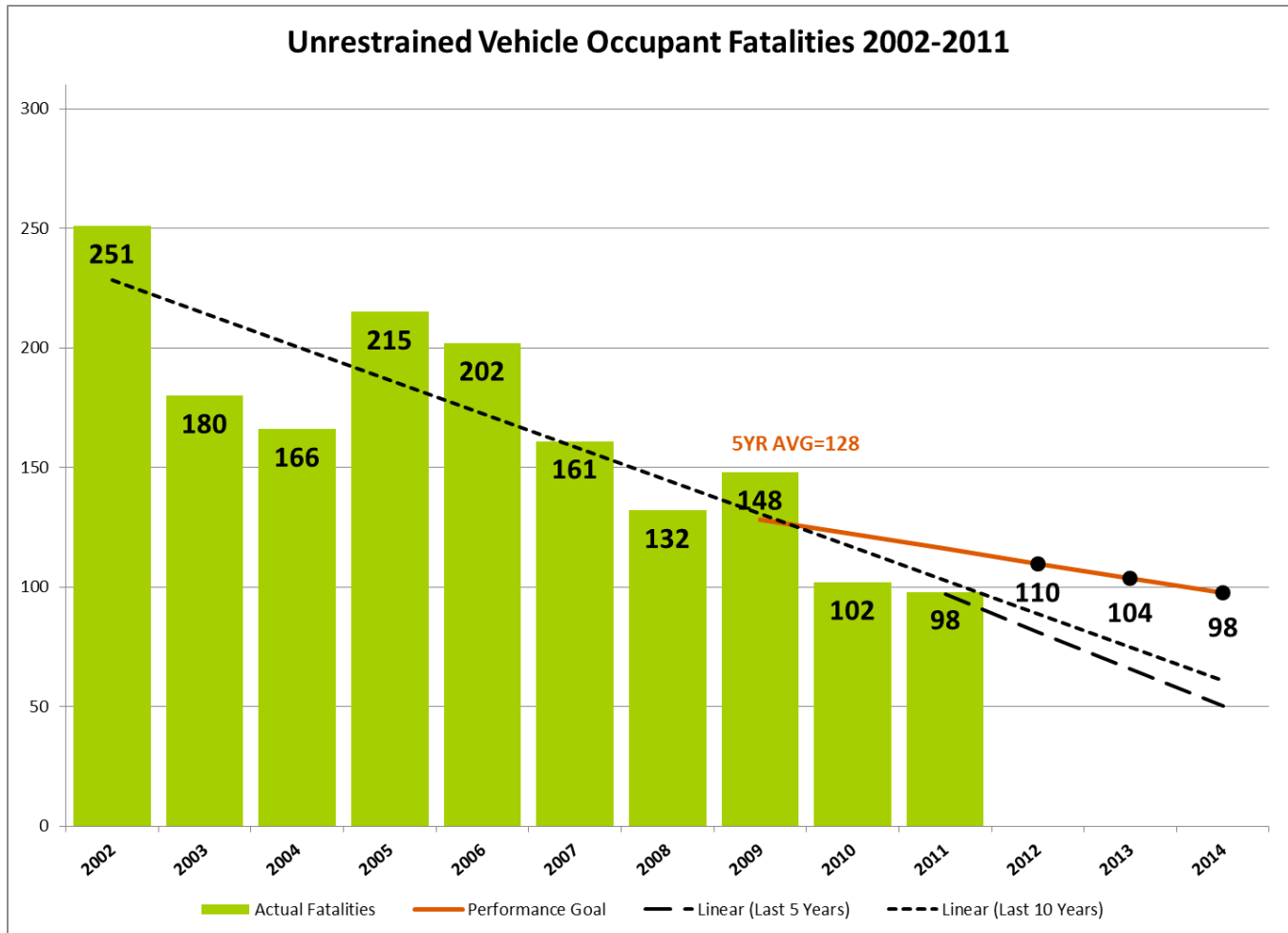
Notes:

- Based on daytime sampling from 19 counties. Rates adjusted by weighting.
- * Survey only partially completed in 1990.
- + Franklin County added in 1996 to account for increased Hispanic population.
- ^ Primary seat belt law became effective on June 13, 2002.

Unrestrained Vehicle Occupant Fatalities

Outcome Measure: Reduce the number of unrestrained vehicle occupant fatalities from the 2007-2011 baseline average of 128 to 98 by December 31, 2014 (-23.4 percent).

Performance Report: In 2011, 98 unrestrained vehicle occupant fatalities occurred, missing the goal of 82 by 19.5 percent.

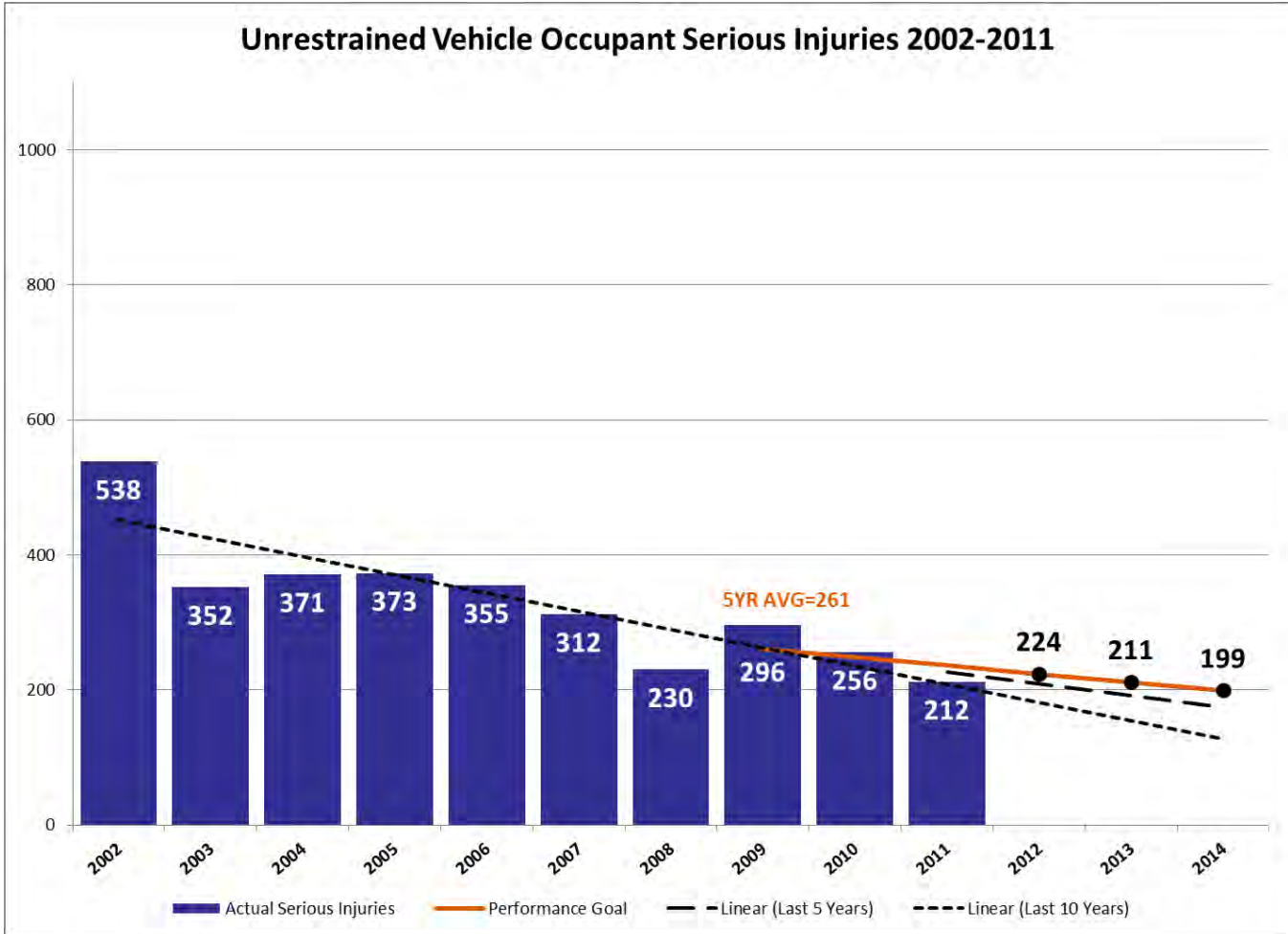


SOURCE: WA FARS

Unrestrained Vehicle Occupant Serious Injuries

Outcome Measure: Reduce the number of unrestrained vehicle occupant serious injuries from the 2007-2011 baseline average of 261 to 199 by December 31, 2014 (-23.8 percent).

Performance Report: New performance goal added FY2014.



SOURCE: WSDOT

Projects

The following projects have been selected for funding in FFY 2014. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # K214-03	Program Manager Angie Ward	WTSC Project # 49
<p>The Seat Belt Mobilization project funds overtime for <u>local law enforcement</u> agencies to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant deaths and injuries. This grant works in concert with the Washington State Patrol overtime grant (WTSC Project #25) and is dependent upon the media support outlined in grants #53 and #57.</p>			
SHSP (Target Zero Plan) Link 2.2.A1	Fund Source 405 CF	Amount Approved \$130,000	Benefit to Local \$0
Grant Recipient Washington State Patrol	Federal Project # PT14-02	Program Manager Angie Ward	WTSC Project # 25
<p>The Seat Belt Mobilization project funds overtime for the <u>Washington State Patrol</u> to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant deaths and injuries. This grant works in concert with the local law enforcement overtime grant (WTSC Project #49) and is dependent upon the media support outlined in grants #53 and #57.</p>			
SHSP (Target Zero Plan) Link 2.2.A1	Fund Source 405 NEW	Amount Approved \$130,000	Benefit to Local \$130,000
Grant Recipient Washington Traffic Safety Commission	Federal Project # M1*PM14-01	Program Manager Erica Holmes	WTSC Project # 53
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the seat belt High Visibility Enforcement campaign. Paid media would include TV, radio and online ads, and outdoor billboards. This grant works in conjunction with the law enforcement overtime grants. (WTSC Projects #49 and #25).</p>			
SHSP (Target Zero Plan) Link 2.2.A1; 2.2.A2; 2.2.A4	Fund Source 405 OP	Amount Approved \$300,000	Benefit to Local \$0

Grant Recipient Washington Traffic Safety Commission	Federal Project # K214-04	Program Manager Erica Holmes	WTSC Project # 57
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund news media, outreach and publicity efforts as a component of the seat belt High Visibility Enforcement campaign. This grant works in conjunction with the law enforcement overtime grants. (WTSC Projects #49 and #25).</p>			
SHSP (Target Zero Plan) Link 2.2.A1; 2.2.A2; 2.2.A4	Fund Source 405 CF	Amount Approved \$40,000	Benefit to Local \$0

Child Passenger Safety Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # K314-01; M1CPS14-01	Program Manager Jonna VanDyk	WTSC Project # 19
<p>Traffic safety projects are most effective when planned, coordinated, and led by community-based advocates. The WTSC funds 21 local community-based Target Zero Traffic Safety Task Force Managers to implement these strategies. These positions help coordinate projects that cover 94 percent of the state's population. Activities consist of educational outreach, law enforcement coordination during periods of high visibility enforcement, and many other traffic safety related work. Each area of the state has measures of performance tailored to local conditions and ultimately tie into the overall outcome measures of reductions in fatalities and serious injuries.</p>			
SHSP (Target Zero Plan) Link 2.2.A5	Fund Source 2011 CF 405 OP TOTAL	Amount Approved \$130,000 \$140,000 \$270,000	Benefit to Local \$0 \$0 \$0

Grant Recipient Washington Traffic Safety Commission	Federal Project # K214-02	Program Manager Jonna VanDyk	WTSC Project # 35
<p>This project pays for five community-level grants (at \$10,000 each) that apply the Click it or Ticket project model to enforcement of the child passenger safety law. Funds support extra enforcement patrols, publicity efforts that include air buy, the distribution of print materials, and rental of variable message road signs. Observational surveys before and after the intervention activities show that the projects are successful in improving compliance with the CPS law, particularly in the promotion of booster seat use.</p>			
SHSP (Target Zero Plan) Link 2.2.A5	Fund Source 405 CF	Amount Approved \$50,000	Benefit to Local \$0

Occupant Protection Expenditure Summary

Project #	Project Title	Budget	Budget Source
PT14-02	Seat Belt Mobilization: WSP Overtime	\$130,000	402
Total 402		\$130,000	
K214-02	Click it or Ticket Child Car Seat	\$50,000	405
K214-03	Seat Belt Mobilization: Local Overtime	\$130,000	405
K214-04	Seat Belt News/Ancillary Media	\$40,000	405
Total 405		\$220,000	
K314-01	Child Passenger Safety: Bonney Lake PD	\$130,000	2011
Total 2011		\$130,000	
M1CPS14-01	Child Passenger Safety: Bonney Lake PD	\$140,000	405b
M1*PM14-01	Seat Belt Paid Media	\$300,000	405b
Total 405b		\$300,000	
Total All Funds		\$780,000	

MOTORCYCLES

Overview and Background

Motorcycle fatalities have not been going down like other traffic fatalities in Washington. This mirrors a national trend and is alarming. In our state, motorcycles make up just 4 percent of the registered vehicles, but account for 14.7 percent of the traffic fatalities. Impairment and speeding are major contributing factors, and most fatalities are male. On a positive note, endorsements have increased considerably and motorcycle training prior to endorsement has increased as well. However, with a growing numbers of riders on the road, reducing the number of motorcycle fatalities is an uphill challenge.

There were 68 rider deaths in Washington State in both 2009 and 2010. That number rose to 70 in 2011, comprising 14.7 percent of the state's total traffic fatalities. Data for 2012 shows 84 motorcyclist fatalities, possibly the worst year in our state's history.

When we compare 2006-2008 to 2009-2011 data, there was an 8.4 percent decrease in motorcyclist fatalities and a 14.8 percent decrease in serious injuries. However the 10 year trend shows fatalities rising, taking us further from our goal of zero deaths and injuries by 2030.

Speeding and Impairment continue to be major contributing factors in motorcyclist crashes. Speeding was involved in 57 percent of fatalities and 30 percent of serious injuries among motorcyclists in 2009-2011. Alcohol impairment was involved in 25 percent of fatalities.

Motorcyclists are the only person group where drug impairment, involved in 29 percent of fatalities, exceeds alcohol impairment. In the case of fatalities, drugs are normally screened for which provides a clear picture of the level of drug impairment. Drugs are harder to screen for and often go undetected in non-fatal collisions and routine stops. In 2006-2008, 36 percent of motorcycle fatalities involved drug impairment, so strides are being made when we compared that to our 29 percent rate. Still, this means one in four motorcyclists killed on our roads were under the influence of drugs.

-Motorcycle Laws-

Endorsement is required in Washington to ride a motorcycle. Endorsed riders have fewer infractions and are less likely to be involved in fatal collisions when compared to unendorsed riders. Two methods are available to become endorsed: 1) successfully complete a motorcycle safety course at an approved training school or 2) pass the knowledge and riding skills test. The traffic safety community prefers riders complete a training course.

In 2007 legislation was passed to strengthen the likelihood riders would be endorsed. The law allows law enforcement to impound unendorsed riders' bikes when they've been pulled over for a routine traffic stop. The result in 2007 was a dramatic increase in new riders taking training courses on their path to endorsement.

Compared to the number of endorsed riders by age group, younger riders represent a higher proportion of fatalities, but a much smaller proportion of endorsed riders. Experience levels are predictive in fatal crashes. On average, approximately 30-40 percent of motorcyclist fatalities are untrained, unendorsed riders.

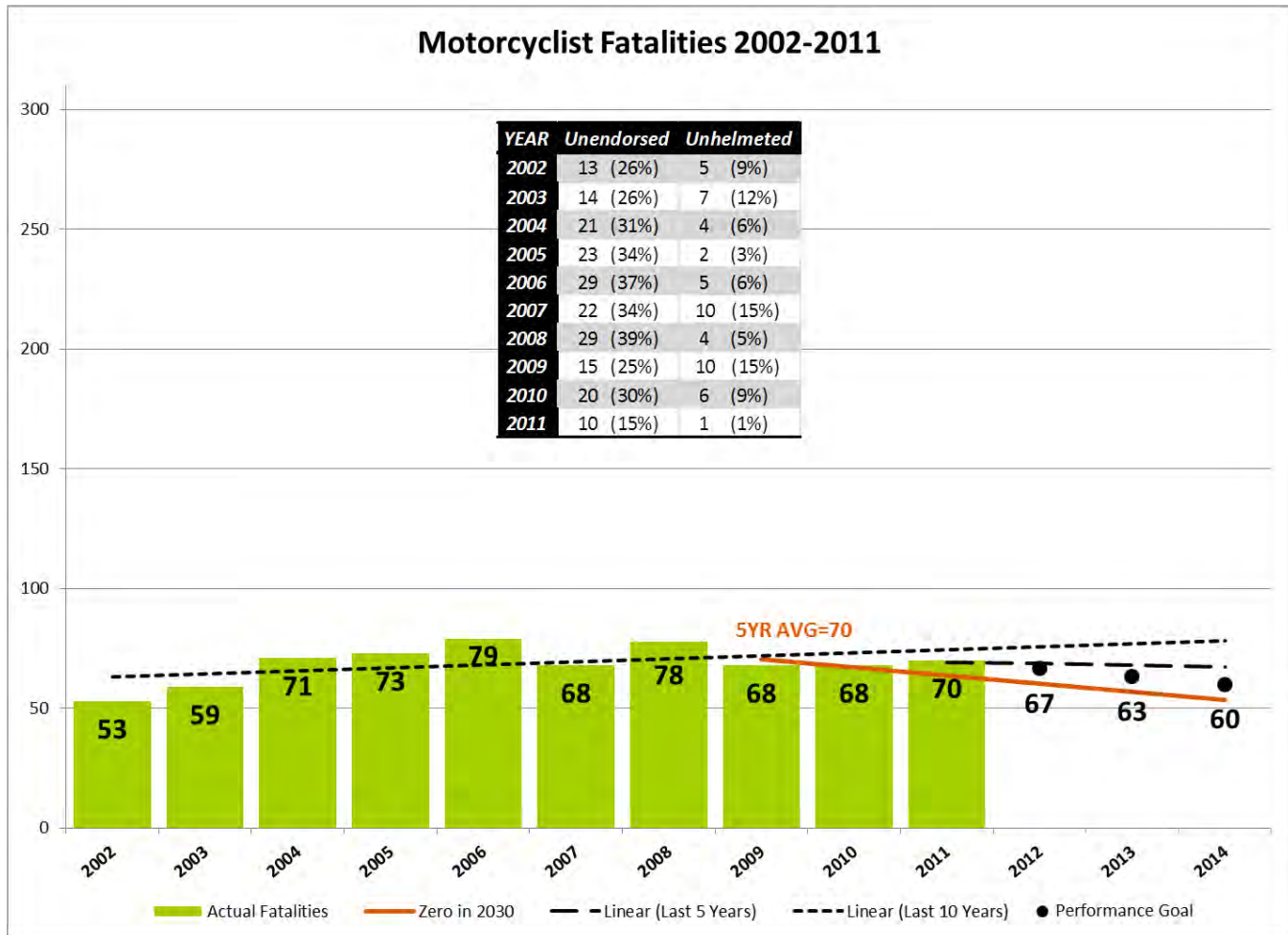
Around 75 percent of fatalities involve: 1) riders with less than two years' experience, 2) unendorsed riders or 3) riders with unknown experience levels.

Performance Analysis

Motorcyclist Fatalities

Outcome Measure: Reduce the number of motorcyclist fatalities by 5 percent each year from the previous year. Reduce motorcyclist fatalities from the 2007-2011 baseline average of 70 to 60 by December 31, 2014 (-14.3 percent).

Performance Report: There were 70 motorcyclist fatalities in 2011, achieving the 2011 goal of 75 by 7 percent.

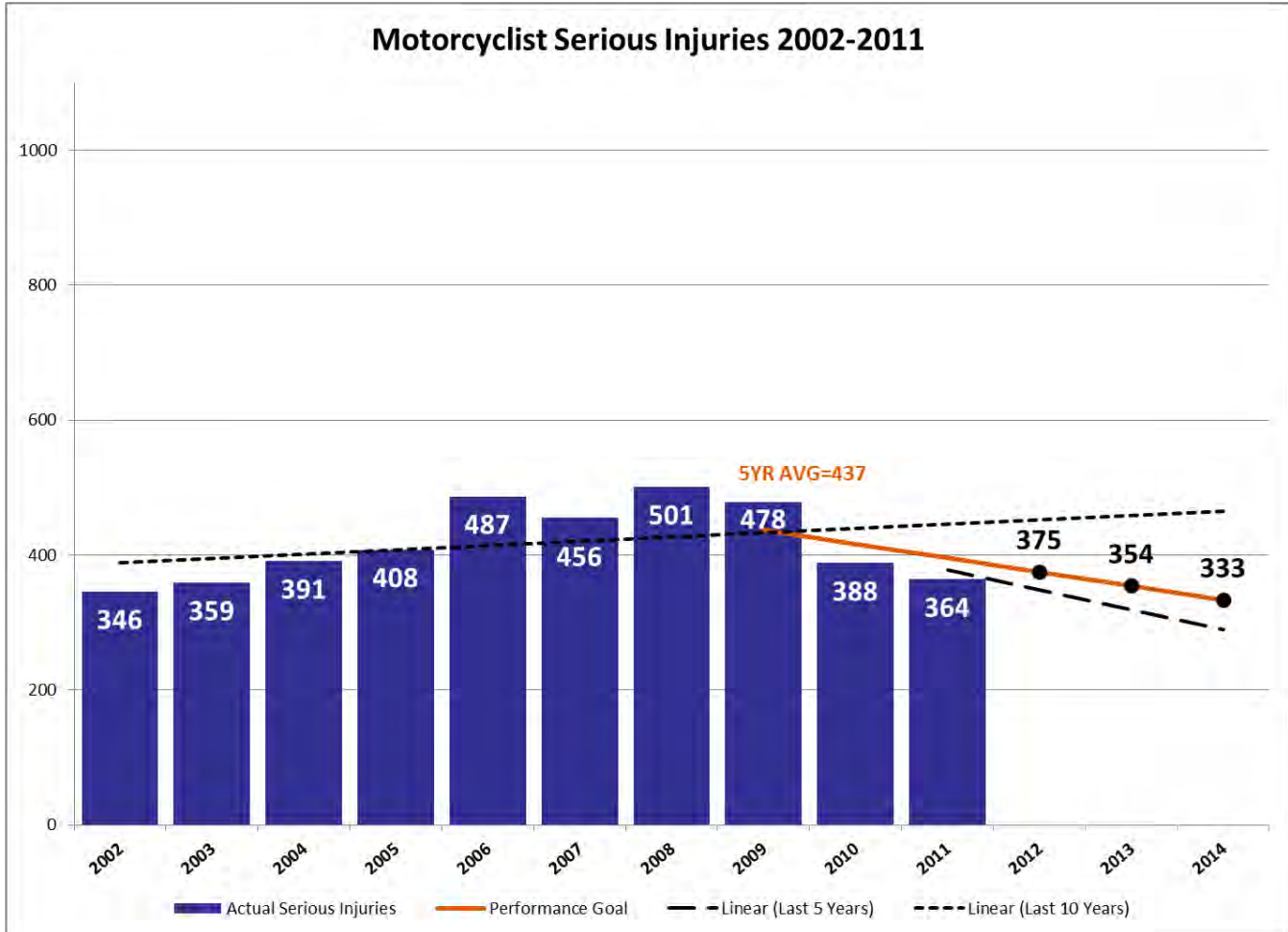


SOURCE: WA FARS

Motorcyclist Serious Injuries

Outcome Measure: Reduce motorcyclist serious injuries from the 2007-2011 baseline average of 437 to 333 by December 31, 2014 (-23.8 percent).

Performance Report: New performance goal for FY2014.



SOURCE: WSDOT

Projects

The following project was selected for funding in FFY 2014. This project was chosen as a result of its anticipated impact on the core outcome measures listed above. This project aligns with several motorcycle strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Motorcycle Project

Grant Recipient Department of Licensing	Federal Project # K614-01	Program Manager Mark Medalen	WTSC Project # 29
<p>Motorcycles represent 3 percent of Washington's total vehicle population, but are responsible for 15 percent of the total fatalities. Motorcycle-related deaths continue to rise and reached an all-time high of 84 in 2012. This grant covers implementation of education campaigns for both motorists and riders, and increasing rider safety training and endorsements. Results of the program will be measured by the increase in number of riders trained and endorsed and, ultimately, the reduction of serious injury and fatality collisions.</p>			
SHSP (Target Zero Plan) Link 3.2.A2; 3.2.B1; 3.2.C3; 3.2.C4	Fund Source 2010 CF	Amount Approved \$154,962	Benefit to Local \$0

Motorcycle Expenditure Summary

Project #	Project Title	Budget	Budget Source
K614-01	Motorcycle Project	\$154,962	2010
Total 2010		\$154,962	
Total All Funds		\$154,962	

PEDESTRIANS AND BICYCLES

Overview and Background

-Pedestrians-

In 2009-2011, there were 193 pedestrian fatalities and 869 serious injuries, accounting for 13.7 percent of traffic deaths and 12 percent of serious injuries. The rate of decrease has been slower for pedestrian deaths and serious injury collisions than overall fatalities and injuries. This is one reason pedestrians have been elevated from a Priority Level Three to Level Two. Improving environmental conditions for walking and biking can decrease fatal and serious injury collisions across the state.

Between 2009 and 2011, pedestrian fatalities decreased by 2.5 percent compared to 2006-2008, while overall traffic fatalities decreased by 18.5 percent. Likewise, serious injuries to pedestrians decreased by 4.2 percent during the same period, while serious injuries overall decreased by 11.4 percent. Pedestrians are much more likely to be killed or seriously injured in collisions than any other roadway user except for bicyclists. Due to the increase in fatalities and rate of fatal and serious injury collisions for these vulnerable road users, pedestrians have been moved from Priority Level Three to Priority Level Two

Walking is a critical component of our transportation system, and keeping pedestrians safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services. Walking can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment.

For some without access to vehicles, particularly children and older citizens, walking is a necessity. Creating livable communities with safe walk options for all citizens is important. Making transportation investments that reduce pedestrian deaths and injuries, while making walking comfortable and convenient, will be key to achieving these safer communities.

-Bicycles-

Eleven bicyclists were killed on our roadways in 2011, the majority in urban areas. This number is up from six in 2010 and slightly more than the 10-year average of 10 fatalities. In 2011, 112 bicyclists were seriously injured, slightly below the 10-year average of 116. These trends indicate greater annual progress needs to be made among bicyclists to reach our Target Zero goal by 2030.

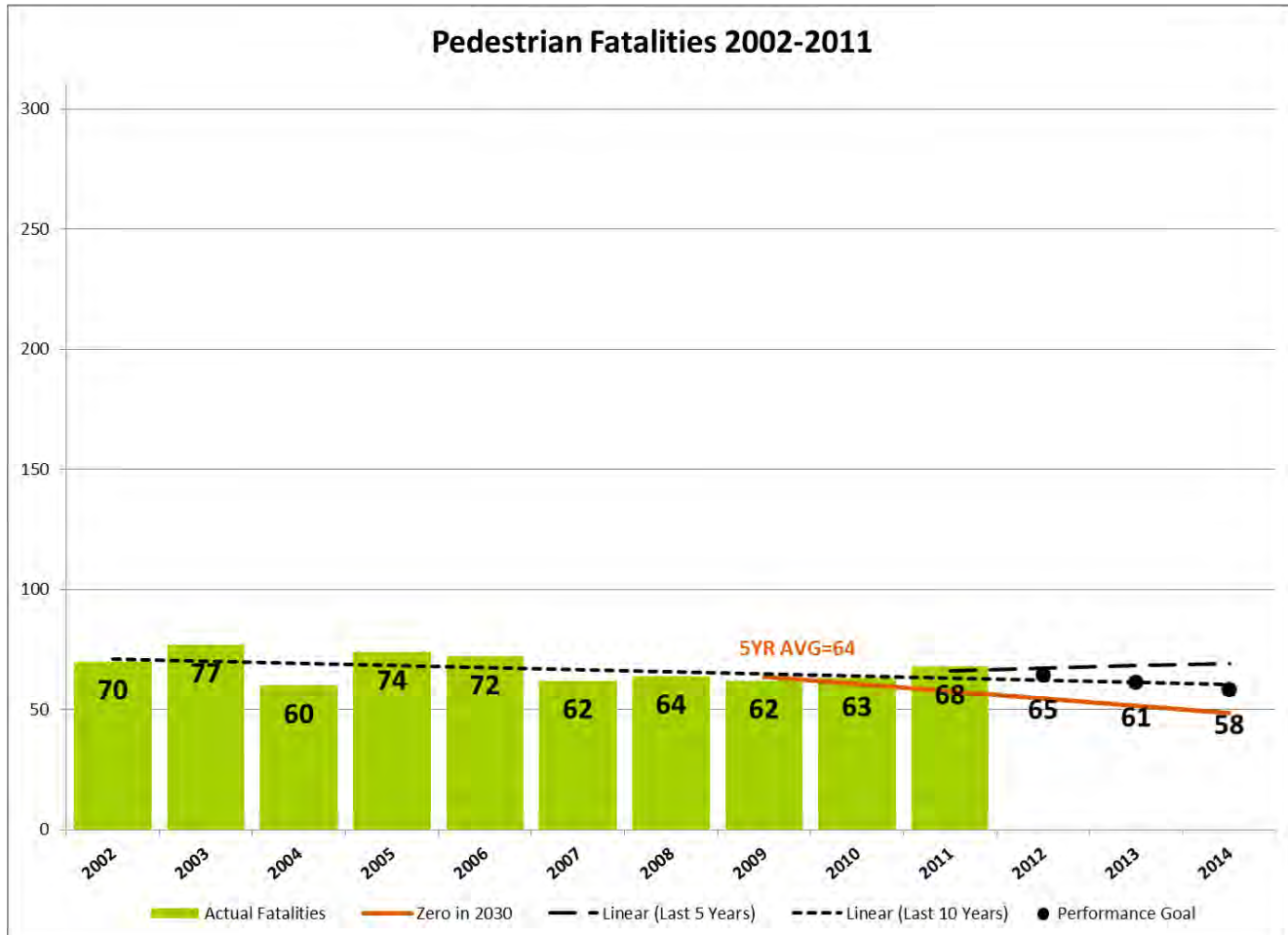
From 2009 to 2011, there were 26 fatal traffic collisions involving bicyclists (1.8 percent of the total) and 339 serious injury collisions (4.7 percent of the total). When comparing injury severity levels in Washington State traffic collisions, bicyclists are shown to be the most vulnerable. The fatal and serious injury collisions bicyclists are involved in result in a higher percentage of fatalities and serious injuries for bicyclists than those involving any other type of road users.

Performance Analysis

Pedestrian Fatalities

Outcome Measure: Reduce the number of pedestrian fatalities by 5 percent each year from the previous year. Reduce pedestrian fatalities from the 2007-2011 baseline average of 64 to 58 by December 31, 2014 (-9.8 percent).

Performance Report: In 2011, there were 68 pedestrian fatalities, missing the goal of 60 by 13 percent.

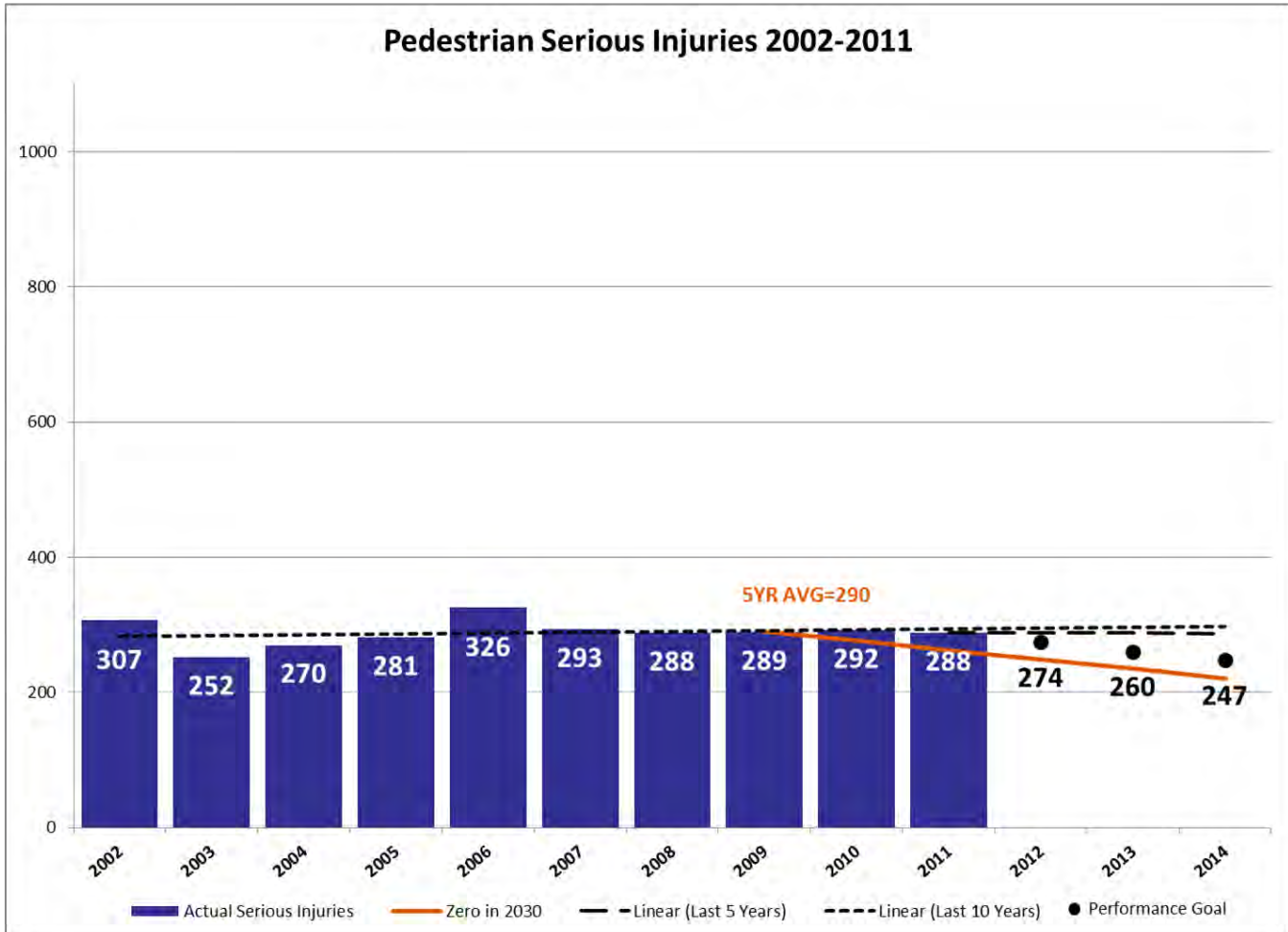


SOURCE: WA FARS

Pedestrian Serious Injuries

Outcome Measure: Reduce the number of pedestrian serious injuries by 5 percent each year from the previous year. Reduce pedestrian fatalities from the 2007-2011 baseline average of 290 to 247 by December 31, 2014 (-14.8 percent).

Performance Report: New performance measure for FY2014.

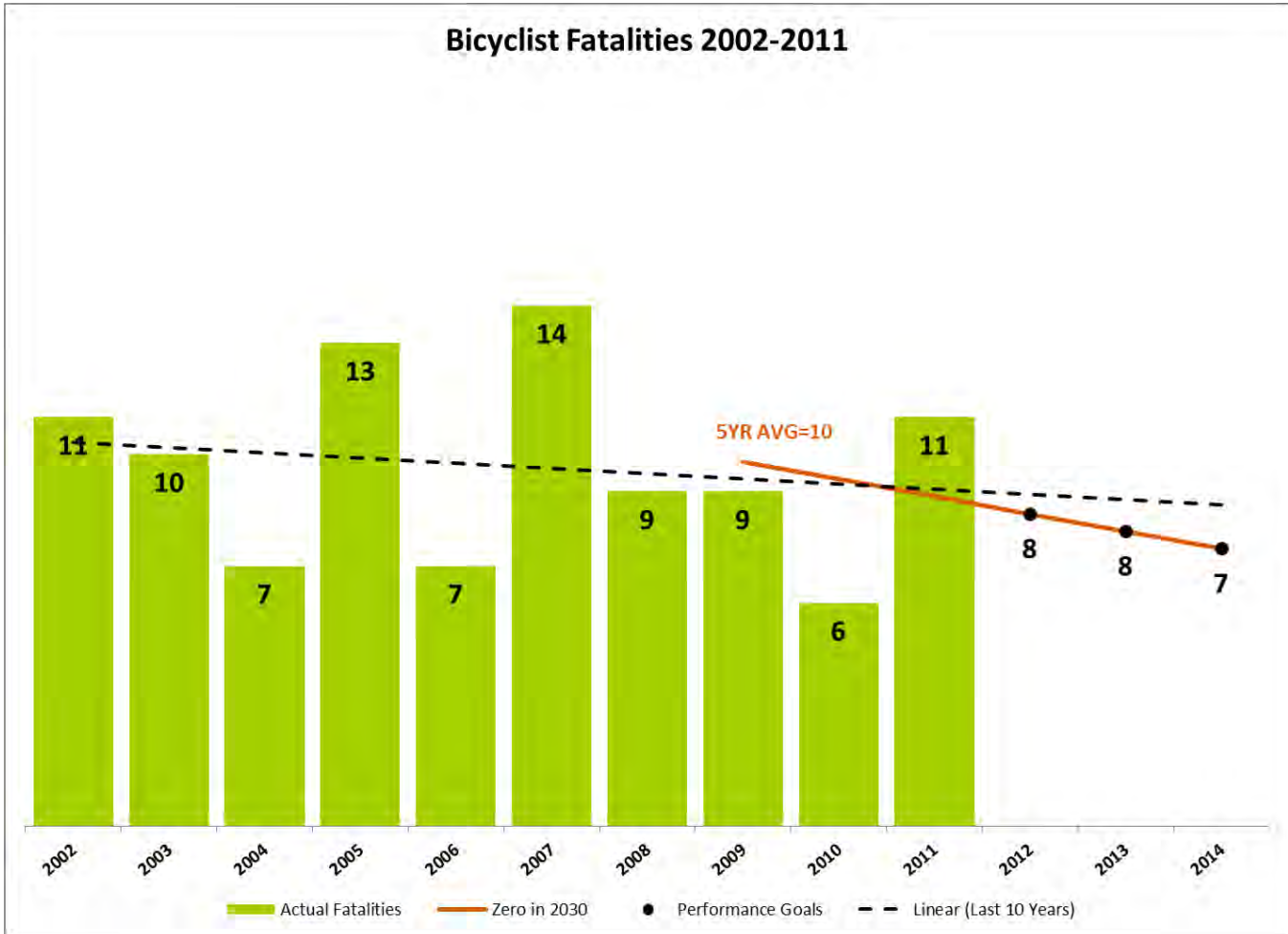


SOURCE: WSDOT

Bicyclist Fatalities

Outcome Measure: Reduce bicyclist fatalities from the 2007-2011 baseline average of 10 to 7 by December 31, 2014 (-30 percent).

Performance Report: New performance goal for FY2014.

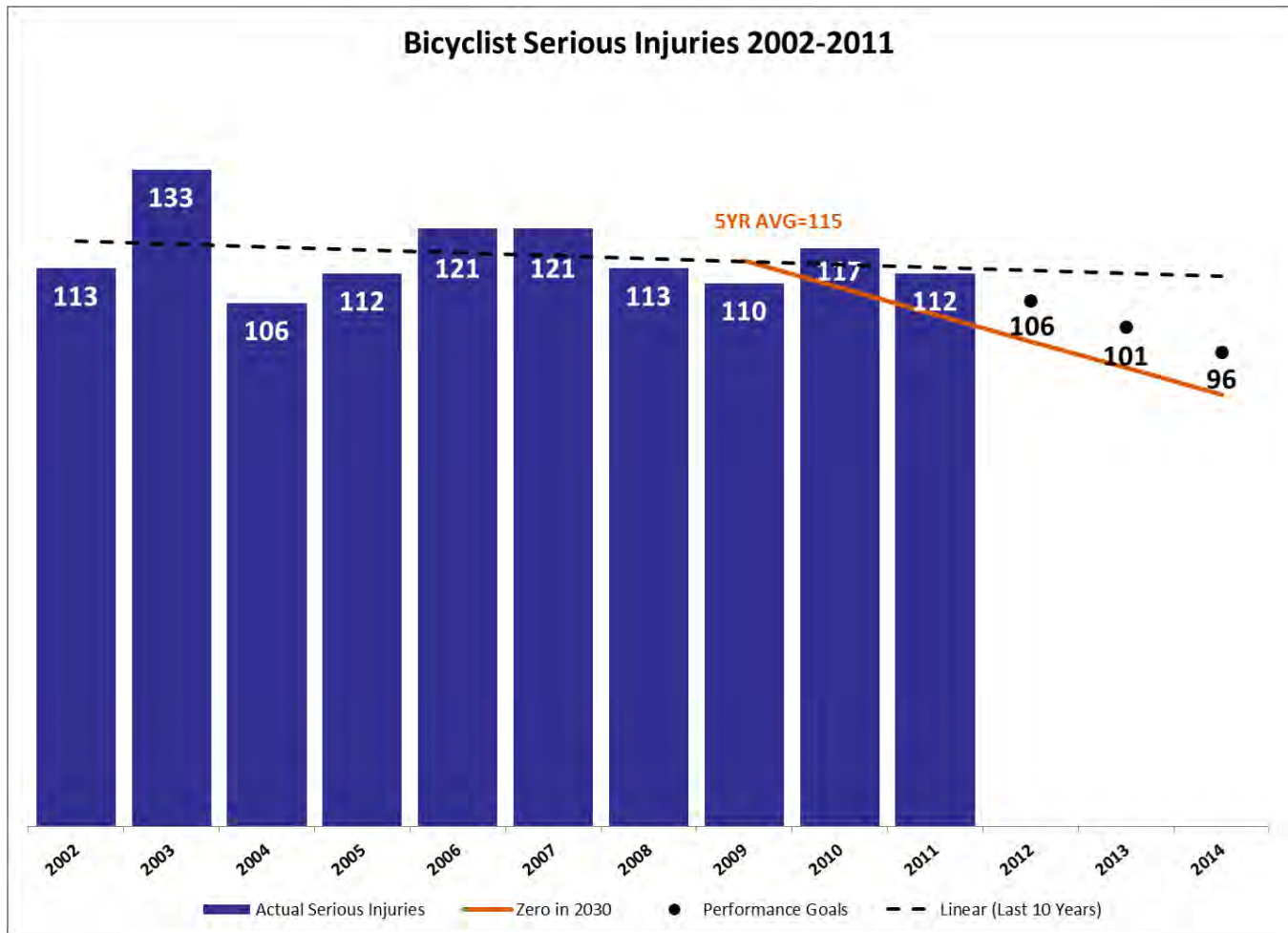


SOURCE: WA FARS

Bicyclist Serious Injuries

Outcome Measure: Reduce bicyclist serious injuries from the 2007-2011 baseline average of 115 to 96 by December 31, 2014 (-16.5 percent).

Performance Report: New performance goal for FY2014.



SOURCE: WSDOT

Projects

The following projects have been selected for funding in FFY 2014. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more of the bicycle and pedestrian strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Pedestrian Safety Project

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Seattle Department of Transportation	PS14-03	MJ Haught	18
<p>From 2007-2011, pedestrian deaths in Seattle comprised almost 1/6 of all pedestrian deaths in Washington. Seattle Department of Transportation (SDOT) will use this grant to fund High Visibility Enforcement, using the Click It or Ticket model to reduce pedestrian deaths and serious injuries. This data-driven project will have a particularly strong education component, building on early work accomplished through the Mayor's Seattle Summit. Seattle PD will conduct the enforcement while SDOT will purchase paid media, handle the earned media efforts and community outreach. Funds will cover the cost of development and production of educational materials.</p>			
SHSP (Target Zero Plan) Link 3.3.A1; 3.3.B2; 3.3.B3	Fund Source 402 CF	Amount Approved \$95,000	Benefit to Local \$95,000

School Zone Safety Project

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	N/A	Chris Madill	60
<p>These grant funds are collected from tickets issued in marked School Zones throughout Washington. Fines are doubled for these violations with half of the fine deposited in the School Zone Safety Account to be allocated to projects that enhance school zone safety. Funds are provided to elementary and middle schools to purchase flashing light beacons to demarcate designated school zones. Funds are also used by local law enforcement to purchase equipment for use when enforcing speeds in school zones. Additionally, individual schools may apply for up to \$500 each year for equipment for their crossing guard teams.</p>			
SHSP (Target Zero Plan) Link 3.3.A1; 3.3.C1; 3.3.C3	Fund Source State - SZ	Amount Approved \$1,000,000	Benefit to Local \$0

Cooper Jones Project (RCW 43.59.150)

Grant Recipient Washington Traffic Safety Commission	Federal Project # PS14-02	Program Manager MJ Haught	WTSC Project # 39
<p>These grant funds will be used by the Cooper Jones Advisory Committee in its work to support local bicycle and pedestrian projects in areas with the greatest need. Funds may also be used to coordinate and conduct meetings of the advisory committee set forth in RCW 43.59.150.</p>			
SHSP (Target Zero Plan) Link	Fund Source 402 NEW	Amount Approved \$2,000	Benefit to Local \$0

Pedestrian & Bicycle Expenditure Summary

Project #	Project Title	Budget	Budget Source
PS14-02	Cooper Jones Project	\$2,000	402
PS14-03	Seattle DOT: Pedestrian Safety Project	\$95,000	402
Total 402		\$97,000	
School Zone	School Zone Safety Project	\$1,000,000	State - SZ
Total School Zone		\$1,000,000	
Total All Funds		\$1,097,000	

ROADWAY AND ENGINEERING

Overview and Background

From 2009-2011, nearly half of all fatal collisions and nearly one-third of all serious injuries involved vehicles leaving the road. Speeding and impairment remain the most frequent contributors in run-off-the-road collisions, even though their numbers are declining. Keeping vehicles on the road, and reducing the impacts when they leave the road, are keys in reducing run-off-the-road fatalities and serious injuries.

Over half (53 percent) of all fatal and serious injury run-off-the-road collisions (56 percent of fatalities, 52 percent of serious injuries) occurred in horizontal curves. This represented 1,277 of 2,418 run-off-the-road collisions. Addressing curves, a small part of the overall roadway system, can be one of the best ways to reduce run-off-the-road collisions.

While declining at a rate similar to overall fatalities and serious injuries, intersection related collisions have been elevated to the Priority One Level. This is primarily due to the number of serious injuries occurring at intersections. From 2009-2011 more than one-third of all serious injuries (2,474) and one-fifth of fatalities (290) were intersection related.

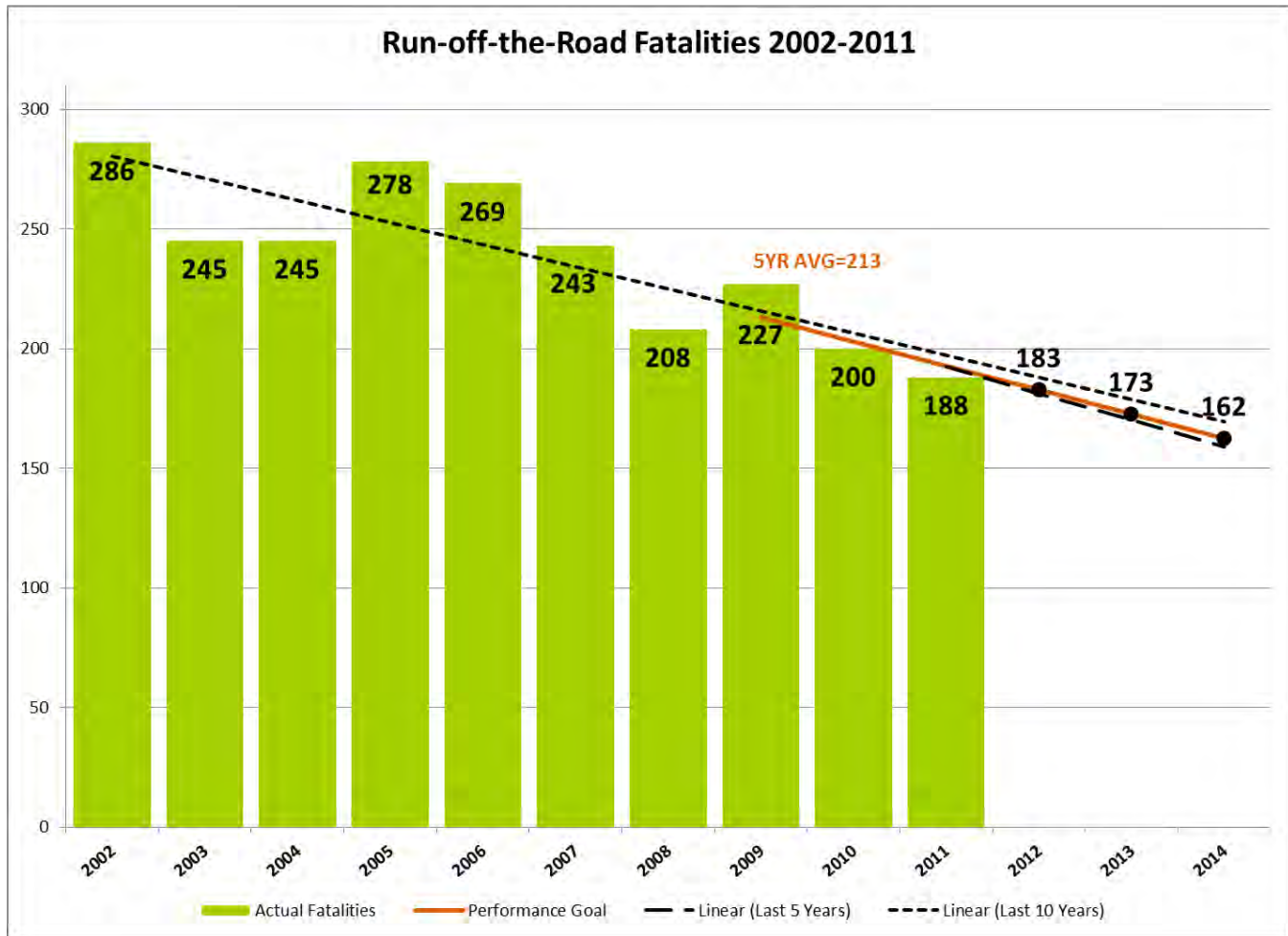
Forty-four percent of fatal and serious injury collisions at intersections came from “T-bone” and “left turn” angle collisions. Nineteen percent were from pedestrians being hit. Implementing current intersection safety technologies, including roundabouts and flashing yellow arrows, while also focusing more on pedestrians, will help to achieve Target Zero for intersection related collisions.

Performance Analysis

Roadway Engineering: Run-off-the-Road Fatalities

Outcome Measure: Reduce run-off-the-road fatalities from the 2007-2011 baseline average of 213 to 162 by December 31, 2014 (-23.9 percent).

Performance Report: New performance goal for FY2014.

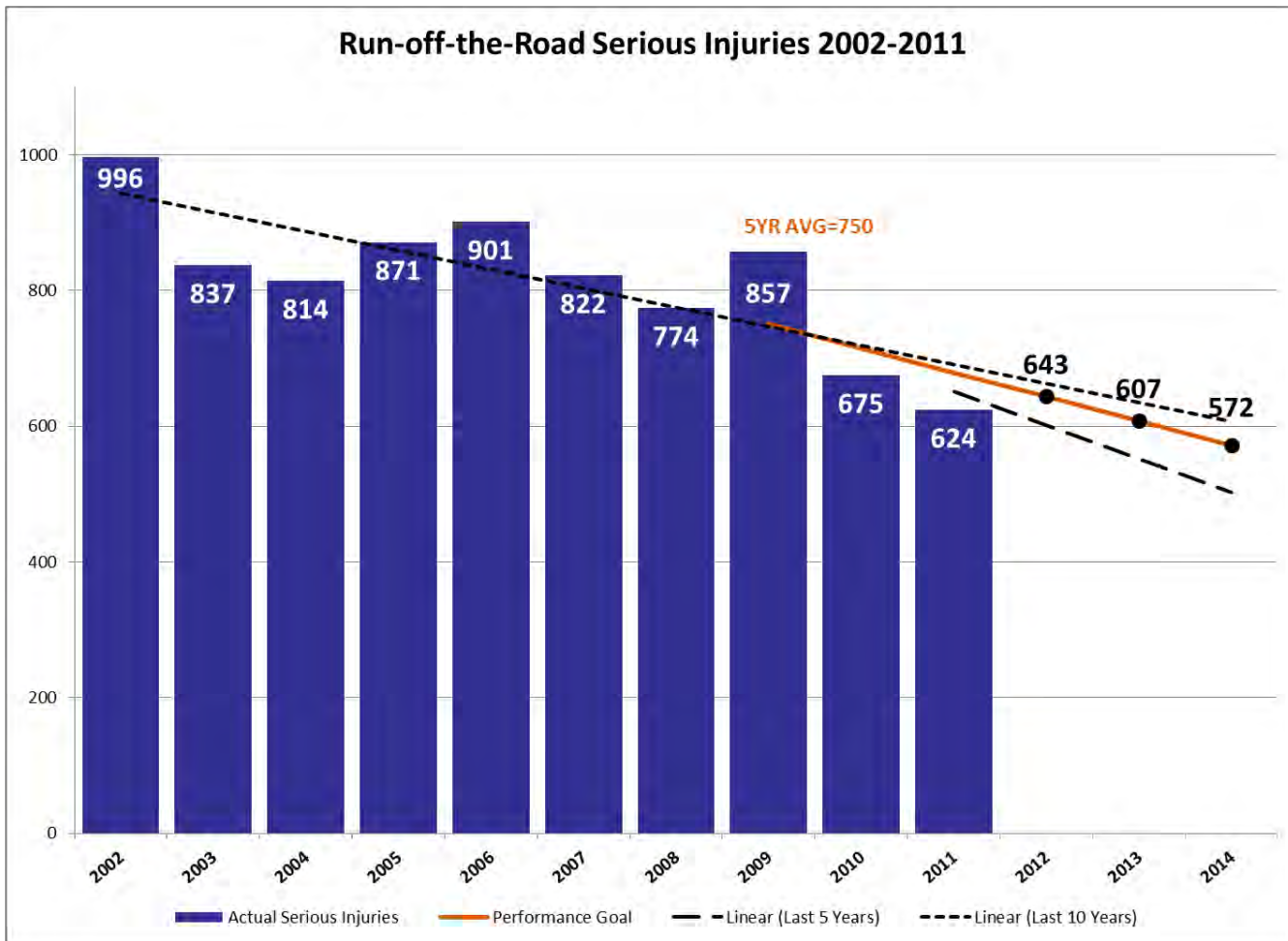


SOURCE: WA FARS, WSDOT

Roadway Engineering: Run-off-the-Road Serious Injuries

Outcome Measure: Reduce run-off-the-road serious injuries from the 2007-2011 baseline average of 750 to 572 by December 31, 2014 (-23.7 percent).

Performance Report: New performance goal for FY2014.

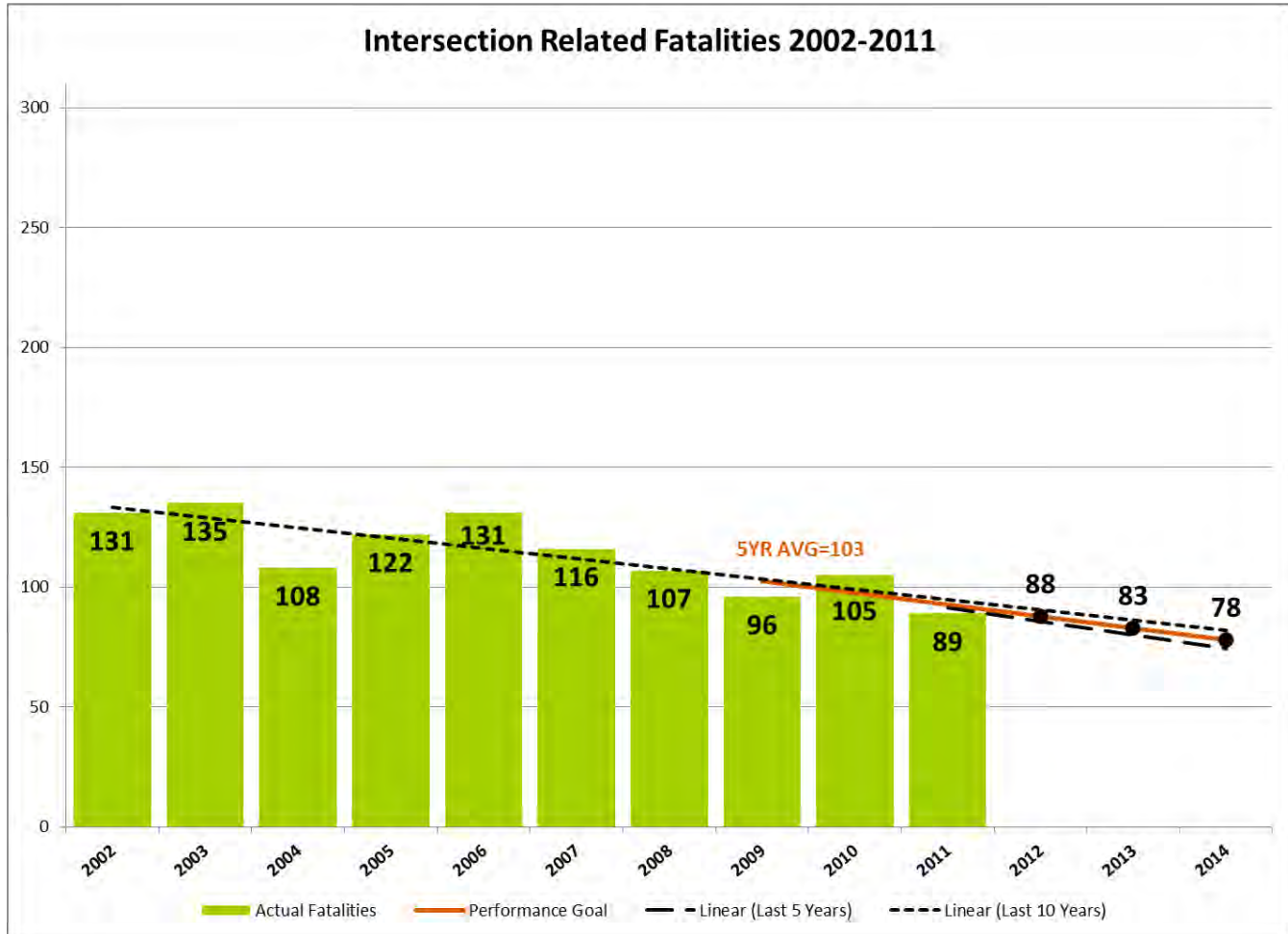


SOURCE: WSDOT

Roadway Engineering: Intersection Related Fatalities

Outcome Measure: Reduce intersection related fatalities from the 2007-2011 baseline average of 103 to 78 by December 31, 2014 (-24.3 percent).

Performance Report: New performance goal for FY2014.

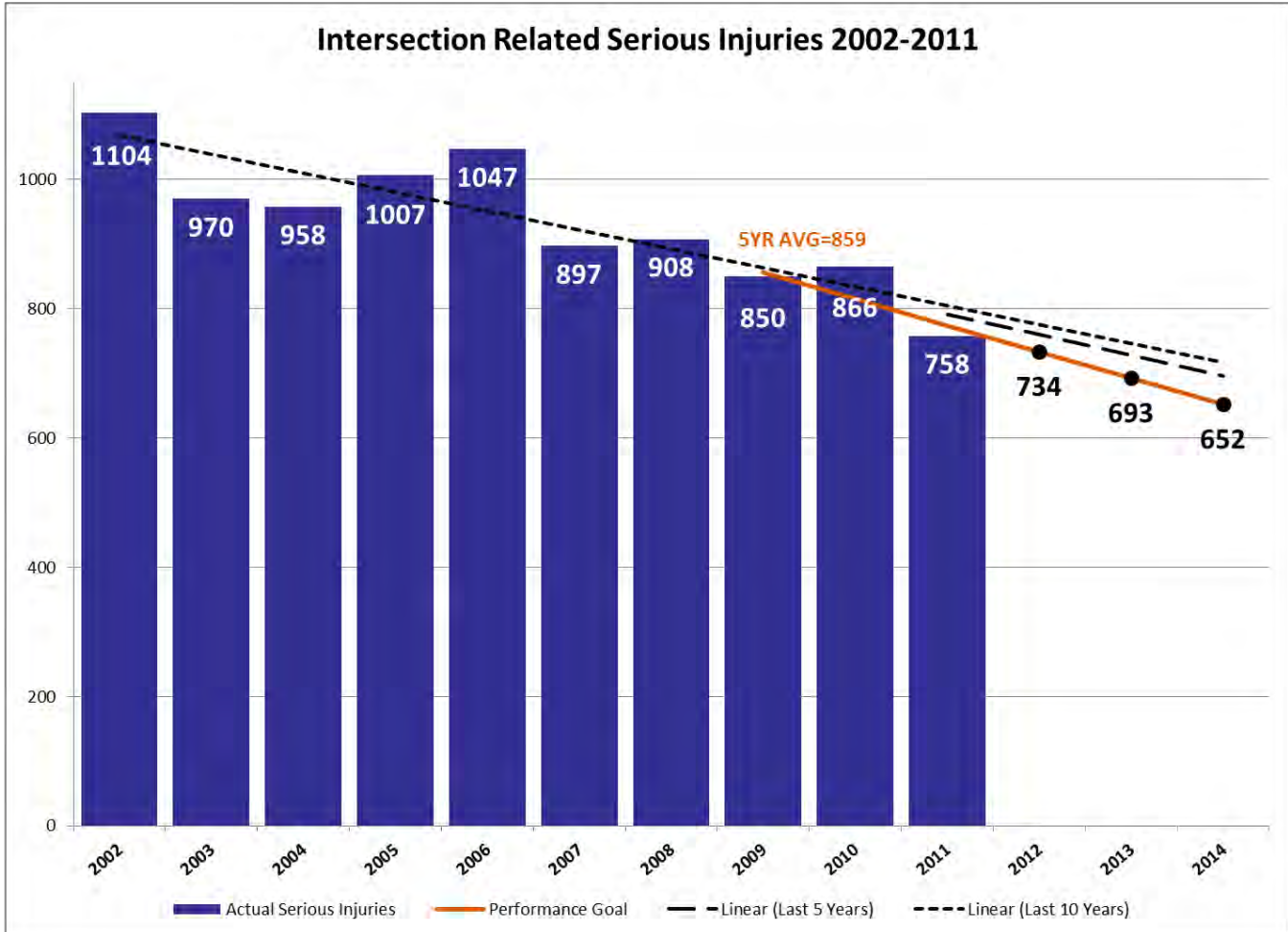


SOURCE: WA FARS

Roadway Engineering: Intersection Related Serious Injuries

Outcome Measure: Reduce intersection related serious injuries from the 2007-2011 baseline average of 859 to 652 by December 31, 2014 (-24.1 percent).

Performance Report: New performance goal for FY2014.



SOURCE: WSDOT

Projects

The following project has been selected for funding in FFY 2014. This project is the result of the Section 164 Hazard Elimination program. The Washington State Department of Transportation is implementing two projects selected for their anticipated impact on intersection and run-off-the-road fatalities and serious injuries. These projects directly align with multiple strategies listed in Washington State's Strategic Highway Safety Plan, called Target Zero.

Roadway & Engineering Project (Section 164 Hazard Elimination)

Grant Recipient Washington State Dept. of Transportation	Federal Project # 164HE14-01	Program Manager Mark Medalen	WTSC Project # 32
<p>This grant funds critical traffic safety engineering projects carried out by the Washington Department of Transportation (WSDOT). Individual projects selected for this funding address high priority roadway problems to improve safety and reduce traffic fatalities and serious injuries. In addition to the current interchange projects at US2/Bickford Ave and SR 195/Spokane-Cheney Rd, WSDOT is looking for additional projects that need funding in FFY 2014. It is likely that the current balance of approximately \$18-20 million held by WTSC will be exhausted in FFY 2014 if WSDOT does identify additional qualified projects. There is currently a bill under consideration by the Washington State Legislature that will put Washington in compliance with federal requirements.</p>			
SHSP (Target Zero Plan) Link 1.2; 1.3.B; 2.3.B2; 2.5.A; 2.5.D; 2.5.E	Fund Source 164 CF	Amount Approved \$20,000,000	Benefit to Local \$0

Roadway & Engineering Expenditure Summary

Project #	Project Title	Budget	Budget Source
164HE14-01	Roadway & Engineering Project	\$20,000,000	164HE
Total 164HE		\$20,000,000	
Total All Funds		\$20,000,000	

COMMUNITY PROGRAMS

Overview and Background

-Target Zero Managers-

The primary mechanism for deploying effective traffic safety strategies is through local community Target Zero Managers (TZMs). WTSC partners with communities throughout the state to host a resident TZM. There are currently 21 TZMs throughout the state covering 90 percent of the state's population and geography. 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.

The use of TZMs as a delivery mechanism is a critical component of this strategy. Not only do the TZMs and their local traffic safety task forces support and coordinate these educational and enforcement campaigns, they also build partnerships designed to reduce the incidence of impaired driving with other public safety agencies. Research supports the development and maintenance of these partnerships as a proven strategy in achieving the Target Zero vision.

The WTSC recognizes the importance of the task force coordinator role and, as a result, assigned a program manager whose primary responsibility is the oversight and coordination of these 24 task forces. This coordinated effort ensures a consistent, statewide approach and implementation of this strategy. 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.

-Traffic Safety Corridors-

The Corridor Traffic Safety Program is a joint effort between WTSC, the Washington State Department of Transportation and many partner agencies including the Washington State Patrol. This program works to reduce collisions on roadways using low-cost, near-term solutions through partnerships with engineering, enforcement, education, and emergency services. The program is locally coordinated in each community, and involves interested citizens along with businesses and agencies that have a vested interest in the safety of their roadways.

The Corridor Safety Program has been a very successful effort, not only in building community relationships, but also in terms of making roadways safer. In completed corridor sections around the state, total collisions have been reduced 5 percent, total injuries have been reduced 11 percent, alcohol-related collisions have been reduced 15 percent, and fatal/disabling collisions have been reduced 34 percent.

Performance Analysis

A separate analysis of performance for this section is not included here. The key indicators of performance for these projects are the overall outcome measures listed at the beginning of this section. These outcome measures include total fatalities, fatalities per VMT, and total serious injuries. In addition, the success of individual projects authorized under local programs is determined by their impact on the individual program areas those projects are intended to address. For instance, many of the state's Target Zero Managers (WTSC Project #37) are involved in Click it or Ticket Child Passenger Safety projects. In this case, performance for the overall Local Programs (#37) would

include a review of the outcome measures listed under Occupant Protection. Likewise, the success of the Traffic Safety Corridor projects is determined by monitoring the overall outcome measures in the specific locations in which the corridor projects are implemented.

Projects

The following projects have been selected for funding in FFY 2014. The local community implementation projects were chosen as a result of their critical contribution in effectively rolling out at the local level the array of traffic safety projects approved for funding. The Traffic Safety Corridor projects were selected for implementation based on their merit as a qualified corridor and their potential for localized reductions in traffic fatalities and serious injuries.

Local Community Implementation

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-03	Program Manager Edica Esqueda	WTSC Project # 37
<p>Traffic safety projects are most effective when planned, coordinated, and led by community-based advocates. The WTSC funds 21 local community-based Target Zero Traffic Safety Task Force Managers to implement these strategies. These positions help coordinate projects that cover 94 percent of the state's population. Activities consist of educational outreach, law enforcement coordination during periods of high visibility enforcement, and many other traffic safety related work. Each area of the state has measures of performance tailored to local conditions and ultimately tie into the overall outcome measures of reductions in fatalities and serious injuries.</p>			
SHSP (Target Zero Plan) Link 1.1.E1; 1.3.C4; 2.1.A4; 2.2.A2; 2.3.C2	Fund Source 402 NEW State - TZM TOTAL	Amount Approved \$600,000 \$668,000 \$1,268,000	Benefit to Local \$600,000 \$0 \$600,000

Grant Recipient Washington Traffic Safety Commission	Federal Project # PT14-05	Program Manager Edica Esqueda	WTSC Project # 42
<p>The Law Enforcement Liaison (LEL) program provides an opportunity for state and local organizations to develop and implement statewide initiatives focusing on traffic safety education and law enforcement relating to Target Zero. This grant supports the goal of the LEL program to enable constant communication between WTSC, Target Zero Managers, and the local law enforcement community. The program is measured by the effectiveness of the LEL to maximize officer commitment and effectiveness during high visibility enforcement efforts and other activities.</p>			
SHSP (Target Zero Plan) Link 1.1.E1	Fund Source 402 NEW	Amount Approved \$50,000	Benefit to Local \$50,000

Traffic Safety Corridor Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-02	Program Manager Debi Besser	WTSC Project # 50
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The Traffic Safety Corridor Program is a joint effort between WTSC, WSDOT and WSP as well as many local partner agencies. This program is locally coordinated and works to reduce serious and fatal collisions on short stretches of roadway with low-cost, short term solutions. This grant funds extra enforcement patrols and educational efforts for these projects. This project will fund two "in-process" projects for 2014: Lake City Way Corridor in Seattle and the Yakima/Union Gap Corridor.

SHSP (Target Zero Plan) Link 1.1.E3; 1.3.C3; 2.5.C2; 2.5.C3	Fund Source 402 NEW	Amount Approved \$125,000	Benefit to Local \$125,000
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Grant Recipient Washington State Patrol	Federal Project # PT14-02	Program Manager Angie Ward	WTSC Project # 25
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The Traffic Safety Corridor Program is a joint effort between WTSC, WSDOT and WSP as well as many local partner agencies. This program is locally coordinated and works to reduce serious and fatal collisions on short stretches of roadway with low-cost, short term solutions. This grant funds extra enforcement patrols conducted by the Washington State Patrol for these locally-led projects. These projects include the Lake City Way Corridor in Seattle and the Yakima/Union Gap Corridor.

SHSP (Target Zero Plan) Link 1.1.E3; 1.3.C3; 2.5.C2; 2.5.C3	Fund Source 402 NEW	Amount Approved \$38,000	Benefit to Local \$0
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Community Programs Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP14-02	Traffic Safety Corridors: Education, Engineering, Enforcement	\$125,000	402
CP14-03	Target Zero Managers	\$600,000	402
PT14-02	Traffic Safety Corridors: WSP Overtime	\$38,000	402
PT14-05	Law Enforcement Liaisons	\$50,000	402
Total 402		\$813,000	
TZM-State	Target Zero Managers	\$668,000	State - TZM
Total State TZM		\$668,000	
Total All Funds		\$1,481,000	

POLICE TRAFFIC SERVICES

Overview and Background

Law enforcement agencies in Washington play a central role in the state's overall traffic safety program. Enforcing the state's laws is one of the most effective ways to educate and ultimately impact the behaviors of Washington citizens. The Police Traffic Services program focuses on providing state, county, municipal, and tribal law enforcement agencies with the traffic safety hardware necessary to effectively enforce traffic laws.

Projects

The following projects have been selected for funding in FFY 2014. These projects provide vital traffic safety equipment to facilitate enforcement efforts and further the projects that more directly impact the overall and program area outcome measures contained in the Highway Safety Plan.

Traffic Safety Equipment

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Association of Sheriffs & Police Chiefs	PT14-01	Edica Esqueda	17
<p>The Washington Association of Sheriffs and Police Chiefs (WASPC) represents over 280 Washington police agencies. This grant provides specialized enforcement training and equipment relating to traffic safety. The number of grant applicants increases each year helping maintain focus on traffic safety as a primary enforcement activity. For FFY 2013, WASPC received over \$398,000 in requests and awarded \$198,000 to more than 100 agencies. This year's grant will also assist agencies with equipment (bar code scanners and in-vehicle printers) to transition to the state's electronic ticketing and collision reporting program. Grant recipients provide WASPC a report of their total fatalities, injuries, crashes, and property damage collisions, and a final report is compiled by WASPC and given to WTSC.</p>			
SHSP (Target Zero Plan) Link 1.3.A3	Fund Source 402 CF	Amount Approved \$500,000	Benefit to Local \$500,000

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Chehalis Tribal Police Department/NATEO	PT14-04	MJ Haught	40
<p>In Washington, the fatality rate for Native Americans is 3.3 times higher than for non-Native Americans. The Northwest American Association of Tribal Enforcement Officers will assess requests from tribal enforcement agencies for traffic safety equipment and educational materials that identify local problems and describe the strategies they will use to increase traffic safety on their reservations.</p>			
SHSP (Target Zero Plan) Link 1.1.E1; 1.3.A3; 1.3.C5; 2.1.A4	Fund Source 402 CF	Amount Approved \$40,000	Benefit to Local \$40,000

Police Traffic Services Expenditure Summary

Project #	Project Title	Budget	Budget Source
PT14-01	Traffic Safety Equipment: WASPC	\$500,000	402
PT14-04	Traffic Safety Equipment: NATEO/Chehalis Tribe	\$40,000	402
Total 402		\$540,000	
Total All Funds		\$540,000	

OTHER TRAFFIC SAFETY PROJECTS

Projects

The following projects have been selected for funding in FFY 2014. These projects either facilitate the implementation of other projects directly related to reductions in traffic deaths and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program.

General Communications Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-06	Program Manager Erica Holmes	WTSC Project # 56
<p>This project funds general agency communications efforts common to two or more core program areas or deemed critical to the agency's core business. These activities include the agency's web presence, various technology support systems, and stakeholder and general public outreach.</p>			
SHSP (Target Zero Plan) Link 1.1.B1; 1.1.B3; 1.3.C1; 2.1.A1; 2.1.D1	Fund Source 402 NEW	Amount Approved \$50,000	Benefit to Local \$0

Emerging Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-08	Program Manager Chris Madill	WTSC Project # 58
<p>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 not previously known or anticipated. This grant funds worthy projects that align with the Target Zero Plan to accomplish their stated traffic safety outcomes.</p>			
SHSP (Target Zero Plan) Link	Fund Source 402 NEW	Amount Approved \$75,000	Benefit to Local \$0

WTSC Grants Management Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-05	Program Manager Chris Madill	WTSC Project # 43
<p>WTSC's current grant management processes are done manually using scattered systems of legacy databases, email, and paper files. This results in data redundancy and errors, a lack of management/analytical reporting, and makes auditing of project/programs cumbersome. This grant funds the purchase and configuration of a customer-focused system to streamline the submission, agreement generation, reimbursement submission and approvals, financial tracking and auditing of federal grants. The result will be an easier and more efficient grant application, tracking, and payment processing system for WTSC customers and staff.</p>			
SHSP (Target Zero Plan) Link	Fund Source 402 NEW	Amount Approved \$200,000	Benefit to Local \$0

Target Zero Awards

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP14-07	Program Manager Erica Holmes	WTSC Project # 55
<p>This proposal requests funding for the bi-Annual Target Zero awards. As WTSC increasingly asks for multidiscipline and inter-organization cooperation to reach the objectives of Target Zero, it is important to keep traffic safety professionals motivated through recognition of excellence.</p>			
SHSP (Target Zero Plan) Link	Fund Source 402 NEW	Amount Approved \$40,000	Benefit to Local \$0

Other Traffic Safety Projects Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP14-05	Grants Management System	\$200,000	402
CP14-06	General Communications	\$50,000	402
CP14-07	TZ Awards	\$40,000	402
CP14-08	Emerging Projects	\$75,000	402
Total 405		\$365,000	
Total All Funds		\$365,000	

PLANNING AND ADMINISTRATION/TECHNICAL COORDINATION

Overview

The following projects represent the operational costs incurred by WTSC to manage the state's traffic safety program. These projects include the costs for salaries and benefits, travel for training and project-related events, and a small portion for miscellaneous goods and services.

Grant Recipient Washington Traffic Safety Commission	Federal Project # PA14-01; AL14-01; CP14-01; OP14-01; PS14-01; TR14-01	Program Manager Steve Lind	WTSC Project # 59
This project is the federal share of costs to support WTSC executive, administrative, research, and programs and services staff.			
SHSP (Target Zero Plan) Link	Fund Source 402 NEW	Amount Approved \$1719,320	Benefit to Local \$0

Planning & Administration/Technical Coordination Expenditure Summary

Project #	Project Title	Budget	Budget Source
AL14-01	Alcohol Technical Coordination	\$163,999	402
CP14-01	Community Prgms & Corridor Technical Coordination	\$639,447	402
OP14-01	Occupant Protection Technical Coordination	\$55,581	402
PS14-01	Pedestrian Safety Technical Coordination	\$87,429	402
TR14-01	Traffic Records Technical Coordination	\$307,864	402
PA14-01	Planning & Administration	\$465,000	402
Total 402		\$1,719,320	
Total All Funds		\$1,719,320	

EXPENDITURE SUMMARY FOR ALL AREAS

Fund Source	Amount Approved	Amount Available	Difference
164 CF	\$20,000,000	\$20,000,000	\$0
2010 CF	\$154,962	\$315,000	\$160,038
2011 CF	\$130,000	\$130,000	\$0
402 CF	\$1,500,000	\$1,500,000	\$0
402 new	\$4,728,269	\$4,600,000	(\$113,949)
405 CF	\$240,000	\$250,000	\$10,000
405 DD	\$150,000	\$450,000	\$300,000
405 ID	\$3,162,980	\$2,800,000	(\$362,980)
405 OP	\$440,000	\$840,000	\$400,000
405 TR	\$446,000	\$500,000	\$54,000
408CF	\$600,000	\$600,000	\$0
410 CF	\$296,080	\$300,000	\$3,920
St Farm	\$50,000	\$50,000	\$0
State-SZ	\$1,000,000	\$1,000,000	\$0
State-WSP	\$1,670,000	\$1,670,000	\$0
TZM-State	\$668,000	\$668,000	\$0
Total	\$35,236,291	\$35,673,000	\$451,029

PAID MEDIA

For all paid media, expert media buyers knowledgeable in the Washington markets will conduct an analysis to determine the optimum media channel(s) for each initiative and its primary target demographic. Implementation may vary from the plan.

With television and radio buys, media buyers in Washington are required by contract to obtain no-charge value-added media of equal or greater value than purchased media. Following the National Highway Traffic Safety Administration's (NHTSA) 402 Advertising Space Guidance section (updated December 2006), for the purposes of the HSP, paid media is defined as funds paid for advertising on radio and/or television. In today's advertising world additional media channels are advisable, and like NHTSA Communications staff, we will be making use of as many appropriate channels as possible.

For DUI and seatbelt mobilizations we are returning to the proven strategy and best practice for Washington of paid media spending equaling extra enforcement spending. These statewide efforts will coincide with the NHTSA Communications Calendar.

In alignment with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2014. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers. Ancillary materials will be available this year for their use including mobile variable message signs, rack cards, window clings, coasters, posters and videos. We expect that the Washington State Department of Transportation will continue to partner with us on the statewide mobilizations by messaging through their eye-catching stationary variable message signs and their Highway Advisory Radio System.

We realize that the target demographics for impaired driving, speeding, and occupant protection are less likely than other demographics to view, read, or listen to the news. However, earned media does communicate successfully with stakeholders and community decision-makers.

Any television, radio, or digital advertising will be evaluated upon reach and frequency obtained plus the return on investment of value-added media. Additionally, the annual awareness, knowledge and attitudes survey will contribute to the evaluation of paid media.

Program	Amount	Fund	Month	Media Channel(s)	Remarks
Impaired Driving	\$700,000	402	Nov – Jan, Mar, Jun – Jul, Aug - Sept	TV, Radio, Digital	National mobilization and sustained enforcement
Occupant Protection	\$300,000	405-OP High	May - Jun	TV, Radio, Digital	National mobilization

PERFORMANCE REPORT

COLLISION DATA AND PERFORMANCE MEASURES

Outcome Measure	2007	2008	2009	2010	2011	2011 Goal	Baseline Average 2007-2011	2012*	2014 Goal
Fatalities	571	521	492	460	454	514	500	444	381
Fatality Rate [#]	1.0	0.94	0.87	0.80	0.80	0.9	0.88	*	0.76
Serious Injuries	2,718	2,551	2,646	2,482	2,136	2,326	2,507	2,211	1,910
Serious Injury Rate [#]	4.77	4.60	4.69	4.34	3.75	4.0	4.43	*	^
Rural Road Fatalities	353	287	313	257	274	^	297	267	226
Rural Road Fatality Rate [#]	2.11	1.79	1.88	1.50	1.61	^	1.78	*	^
Urban Road Fatalities	218	233	171	196	178	^	199	170	152 [!]
Urban Road Fatality Rate [#]	0.54	0.59	0.43	0.49	0.45	^	0.50	*	^
Observed Daytime Seatbelt Use	96.4 percent	95.5 percent	96.4 percent	97.6 percent	97.5 percent	97 percent	96.9 percent	96.9 percent	98 percent
Unrestrained Passenger Fatalities	161	132	148	102	98	100	128	103	98
Unrestrained Passenger Serious Injuries	312	230	296	256	212	^	261	219	199 [!]
Fatalities Involving a Driver with BAC _≥ .08	184	166	189	152	135	162	165	126	126
Fatalities Involving a Drug or Alcohol Impaired Driver	272	255	265	240	199	259	246	201	188
Serious Injuries Involving a Drug or Alcohol Impaired Driver	633	527	570	470	479	^	536	499	408 [!]
Speeding Involved Fatalities	227	213	210	176	169	214	199	169	152
Speeding Involved Serious Injuries	855	796	854	688	584	^	755	579	576 [!]
Distracted/Inattentive Driver Involved Fatalities	148	128	161	134	131	126	140	&!	107
Number of Drivers age 16-20 Involved in Fatal Crashes	106	72	87	63	60	79	78	43	59

* 2012 estimates are based on preliminary data and are subject to change as more information becomes available. Vehicle Miles Traveled (VMT) 2012 estimates not available at the time of this report.

[#] Rates based per 100 Million Vehicle Miles Traveled (VMT).

[^] No performance target set for this outcome.

[!] New performance goals for FY2014.

^{&!} 2012 preliminary numbers lower than expected – data suppressed and review in process.

Outcome Measure	2007	2008	2009	2010	2011	2011 Goal	Baseline Average 2007-2011	2012*	2014 Goal
Number of Drivers age 16-20 Involved in Serious Injury Crashes	244	199	245	199	173	^	212	153	162 [!]
Number of Drivers age 21-25 Involved in Fatal Crashes	108	101	89	92	80	^	94	84	72 [!]
Number of Drivers age 21-25 Involved in Serious Injury Crashes	288	244	242	249	195	^	244	167	186 [!]
Motorcyclist Fatalities	68	78	68	68	70	75	70	82	60
Unhelmeted Motorcyclist Fatalities	7	4	5	6	1	^	5	5	^
Unendorsed Motorcyclist Fatalities	22	29	15	20	10	^	19	24	^
Motorcyclist Serious Injuries	456	501	478	388	364	^	437	405	333 [!]
Pedestrian Fatalities	62	64	62	63	68	62	64	76	58
Pedestrian Serious Injuries	456	501	478	388	364	^	437	336	247 [!]
Bicyclist Fatalities	14	9	9	6	11	^	10	12	7 [!]
Bicyclist Serious Injuries	121	113	110	117	112	^	115	110	96 [!]
Run-off-the-Road Fatalities	243	208	227	200	188	^	213	*	162 [!]
Run-off-the-Road Serious Injuries	822	774	857	675	624	^	750	*	572 [!]
Intersection Related Fatalities	116	107	96	105	89	^	103	78	78 [!]
Intersection Related Serious Injuries	897	908	850	866	758	^	859	750	652 [!]
Average Days from Collision to Availability in the Statewide Collision Database for Analysis					205 Days	^	n/a	148 Days	90 Days [!]
Percent of Public Road Miles Available for GIS Use							n/a	47 percent [#]	68 percent [!]

* 2012 estimates are based on preliminary data and are subject to change as more information becomes available. Data year 2012 will be finalized on January 1, 2014. Vehicle Miles Traveled (VMT) estimates not available at the time of this report.

^ No performance target set for this outcome

#Measured in June 2013 at 61 percent

! New performance goals for FY2014.

HIGHWAY SAFETY PROGRAM COST SUMMARY

WASHINGTON STATE HS-217

U.S. Department of Transportation National Highway Traffic Safety

Program Area	Line	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
<i>NHTSA 402</i>								
<i>Planning and Administration</i>								
	3	Plan	PA-2014-00-00-00	\$465,000.00	\$465,000.00	\$0.00	\$465,000.00	\$0.00
Planning and Administration Total				\$465,000.00	\$465,000.00	\$0.00	\$465,000.00	\$0.00
<i>Alcohol</i>								
	1	Plan	AL-2014-00-00-00	\$220,537.00	\$618,149.00	\$263,999.00	\$882,148.00	\$618,149.00
Alcohol Total				\$220,537.00	\$618,149.00	\$263,999.00	\$882,148.00	\$618,149.00
<i>Occupant Protection</i>								
	4	Plan	OP-2014-00-00-00	\$13,895.00	\$55,581.00	\$0.00	\$55,581.00	\$0.00
Occupant Protection Total				\$13,895.00	\$55,581.00	\$0.00	\$55,581.00	\$0.00
<i>Pedestrian/Bicycle Safety</i>								
	6	Plan	PS-2014-00-00-00	\$48,107.00	\$89,429.00	\$95,000.00	\$184,429.00	\$95,000.00
Pedestrian/Bicycle Safety Total				\$48,107.00	\$89,429.00	\$95,000.00	\$184,429.00	\$95,000.00
<i>Police Traffic Services</i>								
	7	Plan	PT-2014-00-00-00	\$391,250.00	\$818,149.00	\$786,851.00	\$1,605,000.00	\$1,065,000.00
Police Traffic Services Total				\$391,250.00	\$818,149.00	\$786,851.00	\$1,605,000.00	\$1,065,000.00
<i>Traffic Records</i>								
	9	Plan	TR-2014-00-00-00	\$125,416.00	\$501,664.00	\$0.00	\$501,664.00	\$0.00
Traffic Records Total				\$125,416.00	\$501,664.00	\$0.00	\$501,664.00	\$0.00
<i>Community Traffic Safety Project</i>								
	2	Plan	CP-2014-00-00-00	\$439,862.00	\$1,759,447.00	\$0.00	\$1,759,447.00	\$725,000.00
Community Traffic Safety Project Total				\$439,862.00	\$1,759,447.00	\$0.00	\$1,759,447.00	\$725,000.00

Program Area	Line	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
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Speed Enforcement

8 Plan	SE-2014-00-00-00	\$18,750.00	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Speed Enforcement Total		\$18,750.00	\$75,000.00	\$0.00	\$75,000.00	\$0.00

Paid Advertising

5 Plan	PM-2014-00-00-00	\$175,000.00	\$700,000.00	\$0.00	\$700,000.00	\$0.00
Paid Advertising Total		\$175,000.00	\$700,000.00	\$0.00	\$700,000.00	\$0.00

NHTSA 402 Total		\$1,897,817.00	\$5,082,419.00	\$1,145,850.00	\$6,228,269.00	\$2,503,149.00
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405 OP SAFETEA-LU

11 Plan	K2-2014-00-00-00	\$720,000.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
405 Occupant Protection Total		\$720,000.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00

405 OP SAFETEA-LU Total		\$720,000.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
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408 Data Program SAFETEA-LU

12 Plan	K9-2014-00-00-00	\$150,000.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00
408 Data Program Incentive Total		\$150,000.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00

408 Data Program SAFETEA-LU Total		\$150,000.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00
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410 Alcohol SAFETEA-LU

10 Plan	K8-2014-00-00-00	\$888,240.00	\$0.00	\$296,080.00	\$296,080.00	\$0.00
410 Alcohol SAFETEA-LU Total		\$888,240.00	\$0.00	\$296,080.00	\$296,080.00	\$0.00

410 Alcohol SAFETEA-LU Total		\$888,240.00	\$0.00	\$296,080.00	\$296,080.00	\$0.00
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2010 Motorcycle Safety

13 Plan	K6-2014-00-00-00	\$0.00	\$0.00	\$154,962.00	\$154,962.00	\$0.00
2010 Motorcycle Safety Incentive Total		\$0.00	\$0.00	\$154,962.00	\$154,962.00	\$0.00

2010 Motorcycle Safety Total		\$0.00	\$0.00	\$154,962.00	\$154,962.00	\$0.00
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Program Area	Line	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
2011 Child Seats								
	14	Plan	K3-2014-00-00-00	\$130,000.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
2011 Child Seat Incentive Total				\$130,000.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
2011 Child Seats Total				\$130,000.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
164 Transfer Funds								
	20	Plan	164HE-2014-00-00-00	\$0.00	\$0.00	\$20,000,000.00	\$20,000,000.00	\$8,000,000.00
164 Hazard Elimination Total				\$0.00	\$0.00	\$20,000,000.00	\$20,000,000.00	\$8,000,000.00
164 Transfer Funds Total				\$0.00	\$0.00	\$20,000,000.00	\$20,000,000.00	\$8,000,000.00
MAP 21 405b OP High								
	15	Plan	M1CPS-2014-00-00-00	\$35,000.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
405b High Community CPS Services Total				\$35,000.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
405b High Paid Media								
	21	Plan	M1*PM-204-00-00-00	\$75,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
405b High Paid Media Total				\$75,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
MAP 21 405b OP High Total				\$110,000.00	\$0.00	\$440,000.00	\$440,000.00	\$0.00
MAP 21 405c Data Program								
	16	Plan	M3DA-2014-00-00-00	\$111,500.00	\$0.00	\$446,000.00	\$446,000.00	\$0.00
405c Data Program Total				\$111,500.00	\$0.00	\$446,000.00	\$446,000.00	\$0.00
MAP 21 405c Data Program Total				\$111,500.00	\$0.00	\$446,000.00	\$446,000.00	\$0.00

Program Area	Line	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
MAP 21 405d Impaired Driving Mid								
	17	Plan	M5HVE-2014-00-00-00	\$630,500.00	\$0.00	\$2,522,000.00	\$2,522,000.00	\$0.00
405d Mid HVE Total				\$630,500.00	\$0.00	\$2,522,000.00	\$2,522,000.00	\$0.00
405d Mid Other Based on Problem ID								
	18	Plan	M5OT-2014-00-00-00	\$160,245.00	\$0.00	\$640,980.00	\$640,980.00	\$0.00
405d Mid Other Based on Problem ID Total				\$160,245.00	\$0.00	\$640,980.00	\$640,980.00	\$0.00
MAP 21 405d Impaired Driving Mid Total				\$790,745.00	\$0.00	\$3,162,980.00	\$3,162,980.00	\$0.00
MAP 21 405e Distracted Driving								
	19	Plan	M8PE-2014-00-00-00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
405e Public Education Total				\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
MAP 21 405e Distracted Driving Total				\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
NHTSA Total				\$4,835,802.00	\$5,082,419.00	\$26,765,872.00	\$31,848,291.00	\$10,503,149.00

State Official Authorized Signature:



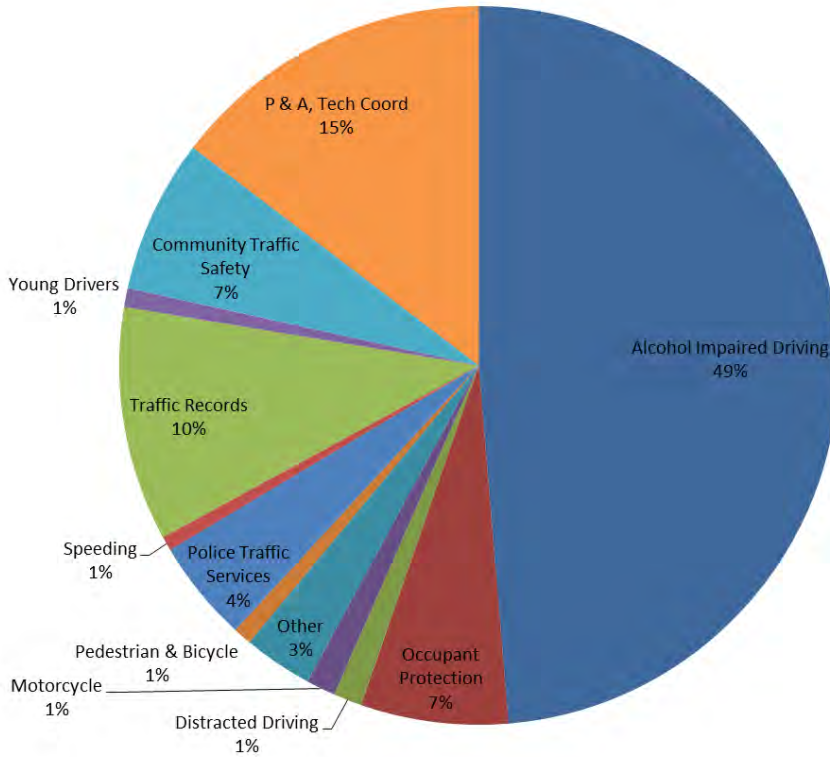
Darrin T Grondel, Governor's Highway Safety Representative

6-30-2013

Date

FINANCIAL SUMMARY GRAPH

Washington Traffic Safety Commission 2014 Financial Summary



Alcohol Impaired Driving: \$5,723,209, Occupant Protection: \$780,000, Distracted Driving: \$150,000, Motorcycle: \$154,962, Other: \$365,000, Pedestrian & Bicycle: \$97,000, Police Traffic Services: \$540,000, Speeding: \$75,000, Traffic Records: \$1,239,800, Young Drivers: \$100,000, Community Traffic Safety: \$813,000, P & A, Tech Coordination: \$1,719,320

LIST OF PROJECTS

Project #	Description	Amount	Fed to Local	ST Match
402				
AL14-01	Alcohol Tec Coord	163,999	43,145	41,000
AL14-02	Pierce Co Prosecuting Attorney	192,000	73,605	48,000
AL14-03	Spokane Co Prosecuting Attorney	147,225	147,225	36,806
AL14-04	Yakima DUI Court	100,000	100,000	25,000
AL14-05	Spokane Co DUI Court	87,924	87,924	21,981
AL14-06	Okanogan Co DUI Court	50,000	50,000	12,500
AL14-07	DUI Earned/Ancillary	100,000		25,000
AL14-08	Thurston Co PIP	41,000	41,000	10,250
		882,148	542,899	220,537

Project #	Description	Amount	Fed to Local	ST Match
CP14-01	Comm & Corr Tech Coord	639,447	63,409	159,862
CP14-02	Corridor Program	125,000	125,000	31,250
CP14-03	TZM Support	600,000	600,000	150,000
CP14-05	Grants Management System	200,000		50,000
CP14-06	General Communications	50,000		12,500
CP14-07	TZ Awards	40,000		10,000
CP14-08	Emerging Projects	75,000		18,750
CP14-09	Young Drivers	30,000		7,500
		1,759,447	788,409	439,862
PA14-01	Planning & Admin	465,000		465,000
OP14-01	Occup Prot Tech Coord	55,581		13,895
PM14-01	Paid Media - DUI	700,000		175,000
PS14-01	Ped Safety Tech Coord	87,429	-	21,857
PS14-02	Cooper Jones Adv Bd	2,000	-	500
PS14-03	Seattle DOT	95,000	95,000	23,750
		184,429	95,000	46,107
PT14-01	WASPC	500,000	500,000	125,000
PT14-02	WSP Block Grant	540,000	-	135,000
PT14-03	DUI Mobilizations	475,000	475,000	118,750
PT14-04	NATEO	40,000	40,000	
PT14-05	LEL Program	50,000	50,000	12,500
		1,605,000	1,065,000	391,250
SE14-01	Speed - Proof of Concept Project	75,000		18,750
TR14-01	Traffic Records Tech Coord	307,864		76,966
TR14-02	RADD	140,000		35,000
TR14-03	WSP-Data Analysis ARC GIS	53,800		13,450
		501,664	-	125,416
Total 402		6,228,269	2,491,308	1,895,817

Project #	Description	Amount	Fed to Local	ST Match
410				
K814-01	TSRP	296,080		888,240
		<u>296,080</u>		<u>888,240</u>
	Total 410	296,080		888,240
405				
K214-01	OP, CIOT, Teen Seatbelt	20,000		60,000
K214-02	Child Car Seat Project	50,000		150,000
K214-03	Seat Belt Mobilization	130,000		390,000
K214-04	Seat Belt Earn/Ancillary	40,000		120,000
		<u>240,000</u>		<u>720,000</u>
	Total 405	240,000		720,000
408				
K914-01	Traffic Records Committee	600,000		150,000
		<u>600,000</u>		<u>150,000</u>
2010				
K614-01	Motorcycle Safety	154,962		
2011				
K314-01	Bonney Lake - CPS (Cesi)	130,000		130,000
		<u>130,000</u>		<u>130,000</u>
Map 21 405b OP High				
M1CPS14-01	Bonney Lake CPS (Cesi)	140,000		35,000
Map 21 405c Data Program				
M3DA14-01	Traffic Records Committee	446,000		111,500
Map 21 405d Impaired Driving Mid				
M5HVE14-01	TZT - WSP (East)	1,606,000		401,500
M5HVE14-02	TZT - Local (5 Counties)	916,000		229,000
M5OT14-01	WSP - Impair Driving Block	640,980		160,245
		<u>3,162,980</u>		<u>790,745</u>
Map 21 405e Distracted Driving				
M8PE14-01	Distracted Driving Project	150,000		37,500
		<u>150,000</u>		<u>37,500</u>
	Total MAP 21 405	3,898,980		974,745
	TOTAL ALL PROJECTS	11,548,291	2,384,754	4,758,802
164HE14-01	Hazard Elimination - WSDOT	20,000,000	8,000,000.00	

STATE CERTIFICATIONS AND ASSURANCES

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Washington Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North

- American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's

- workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT) (applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at

www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6-27-2013

Date

Darrin T. Grondel

Printed name of Governor's Representative for Highway Safety

APPENDIX A

SECTION 405 GRANT APPLICATION

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Washington Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor’s Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State’s application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State’s application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor’s Representative for Highway Safety

6/27/2013

Date

Darrin Grondel

Printed name of Governor’s Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Attachment 1
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Attachment 1
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment 1.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment 1.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

The State's **occupant protection program assessment**: [*Check one box below and fill in **any** blanks under that checked box.*]

The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in **at least one** blank for each bullet below.]*

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/26/2013.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/26/2013.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/26/2013.
 - The name and title of the State's Traffic Records Coordinator is Debi Besser - Program Manager with the Washington Traffic Safety Commission.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 104 & 105.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 2/6/2009.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.

OR

- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # Attachment 3.

High-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

OR

- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [*Check **one box** below and fill in **any** blanks under that checked box.*]
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

-
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment #_____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on 7/1/1994 and last amended on 6/27/2013, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

RCW 46.20.720 - See Attachment 3

Part 4: Distracted Driving (23 CFR 1200.24)

*[Fill in **all** blanks below.]*

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 1/1/2008 and last amended on 1/1/2008, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
RCW 46.61.668
- Definition of covered wireless communication devices:
RCW 46.61.668
- Minimum fine of at least \$25 for first offense:
RCW 46.61.667, RCW 46.63.110
- Increased fines for repeat offenses:
N/A
- Exemptions from texting ban:
RCW 46.61.668

Prohibition on Texting While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on 7/1/2001 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

RCW 46.20.075

- Driver license testing of distracted driving issues:
RCW 46.20.130
- Minimum fine of at least \$25 for first offense:
RCW 46.20.075, RCW 46.63.110
- Increased fines for repeat offenses:
N/A
- Exemptions from youth cell phone use ban:
RCW 46.20.075

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Attachment 4, Part A .
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Attachment 4, Part B RCW 46.81A.020 .
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Attachment 4, Parts C and D .
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Attachment 4, Part E .
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Attachment 4, Part F .

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____ .
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____ .
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____ .
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____ .
- Copy of the State strategic communications plan is provided as HSP attachment # _____ .

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.

Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug- impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.

Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

RCW 46.20.505

AND

- The State's law appropriating funds for FY 2014 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

RCW 46.20.510

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in **all** applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on 7/1/2011 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
RCW 46.20.100 & 46.20.055
- Driving restrictions:
RCW 46.20.100 & 46.20.055
- Minimum duration:
RCW 46.20.100 & 46.20.055
- Applicability to novice drivers younger than 21 years of age:
N/A
- Exemptions from graduated driver licensing law:
RCW 46.20.055; RCW 46.20.100; RCW 46.20.075

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
RCW 46.20.075
- Minimum duration:
RCW 46.20.075
- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
RCW 46.20.075

-
- Exemptions from graduated driver licensing law:

RCW 46.20.075

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

RCW 46.20.075

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

N/A

License Distinguishability (Check **one box** below and fill in any blanks under that checked box.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

RCW 46.20.105

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

APPENDIX B

DRIVER INTERCEPT SURVEY 2010-2012: SELF-REPORTED ATTITUDES, AWARENESS, AND BEHAVIOR

From 2010-2012, WTSC collected intercept survey information from patrons at various Department of Licensing locations in the month of July. A comparison of all three years is presented here and will also be provided in a report late 2013. In order to maximize resources and increase sample size for statewide and county estimates using these data, these questions have been proposed for addition to the WA Behavioral Risk Factor Surveillance System (BRFSS) beginning January 1, 2014. WTSC will receive notification of approval for addition in July 2013. Due to this transition from an intercept methodology to inclusion on the WA BRSS, these data were not collected in calendar year 2013.

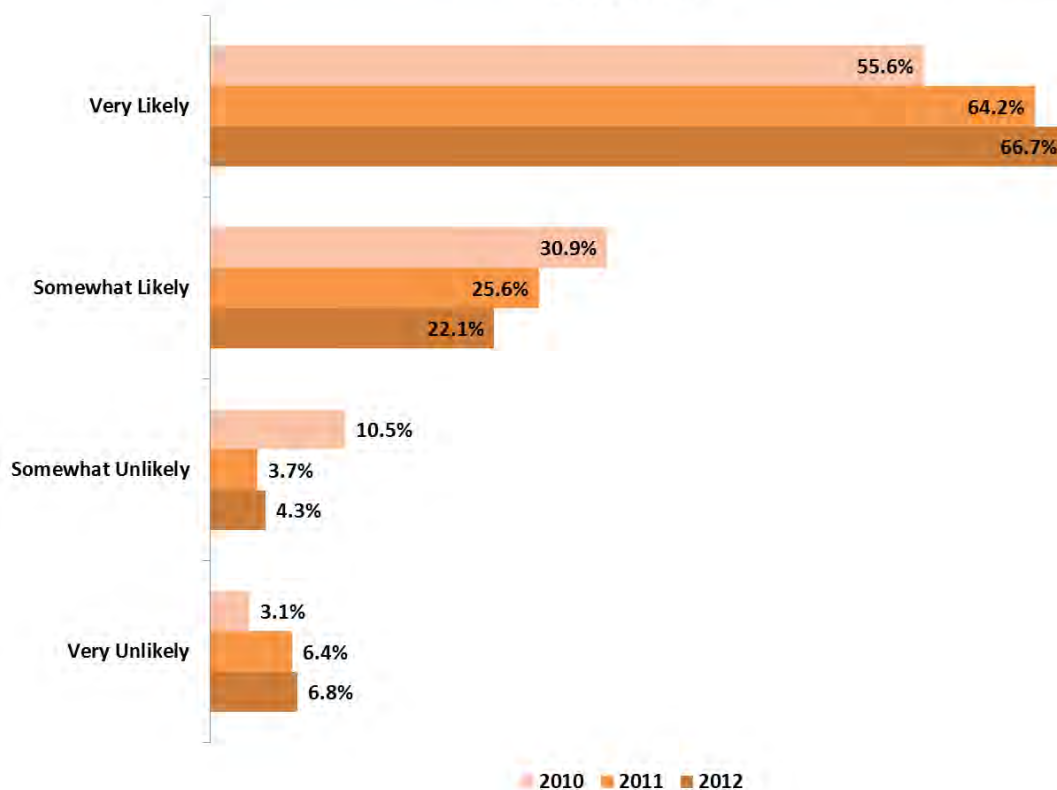
Impaired Driving

Performance Report: Attitudes - Attitudes about being arrested after drunk driving have slightly improved since the baseline in 2010. In 2012, almost 70 percent of respondents reported that the chances of being arrested was 'Very Likely', compared to only 55.6 percent in 2010.

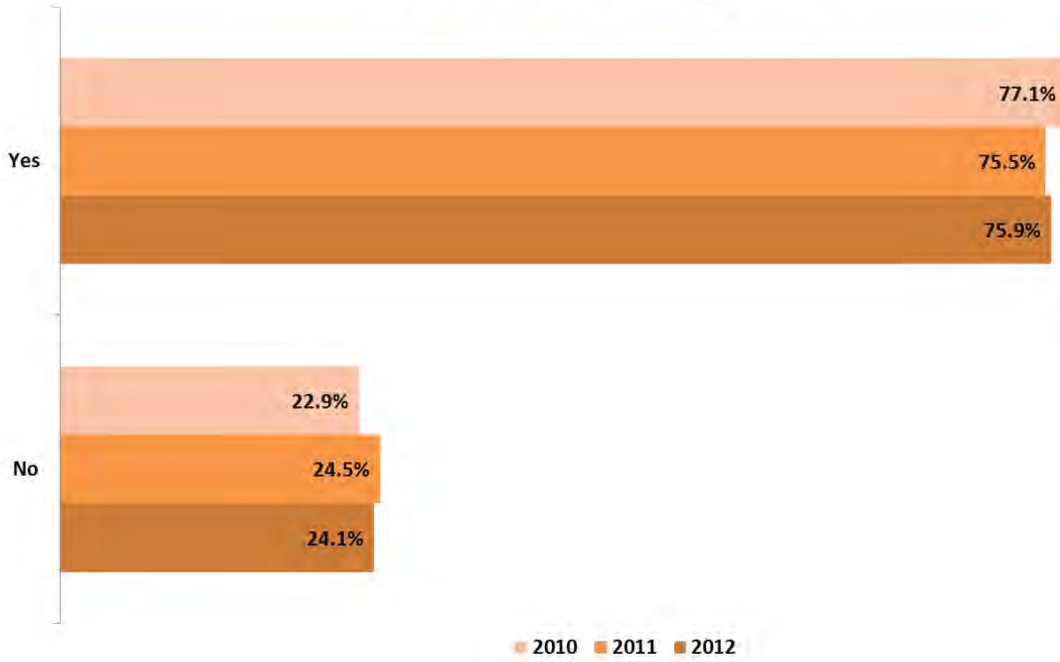
Awareness - Awareness about DUI enforcement has remained steady at about 75 percent.

Behavior - Drunk driving behavior has slightly increased. In 2012, 82.2 percent of respondents reported never driving within two hours of drinking, down from 88.1 percent in 2010.

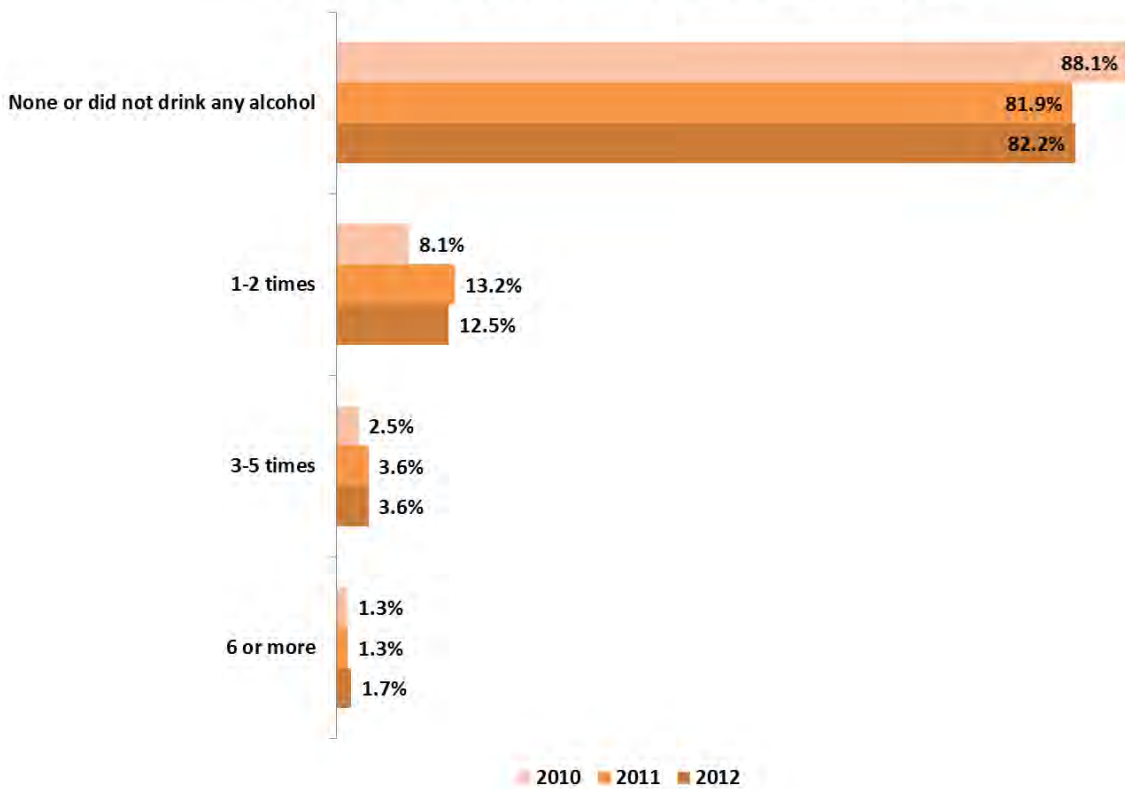
What do you think the chances are of someone getting arrested if they drive drunk?



In the past 60 days, have you read, seen or heard anything about drunk driving enforcement by police?



In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

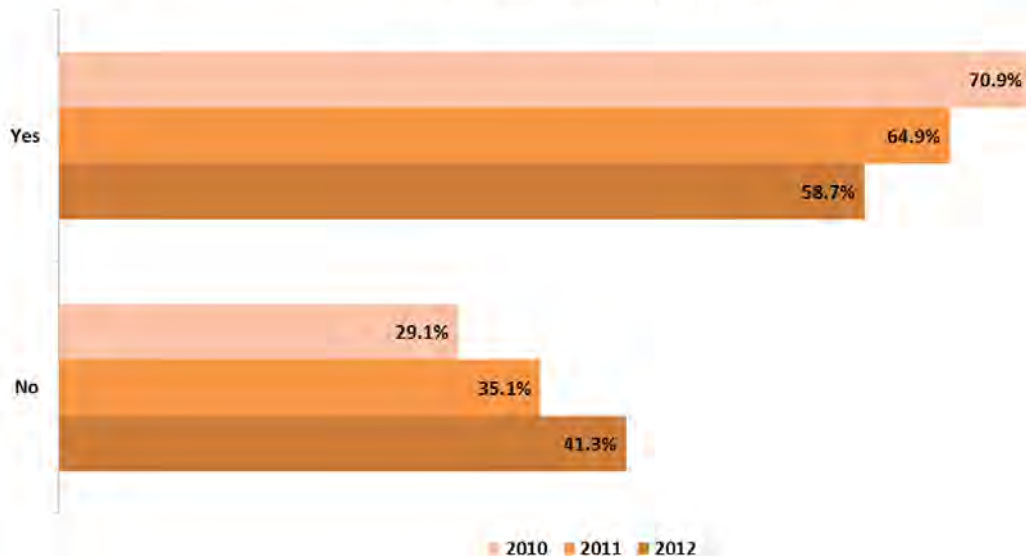


Safety Belts

Performance Report: Attitudes - Attitudes about getting a ticket if you don't wear a seatbelt have remained stable. Approximately 75 percent of respondents believe that getting a ticket is 'Somewhat' or 'Very Likely'.

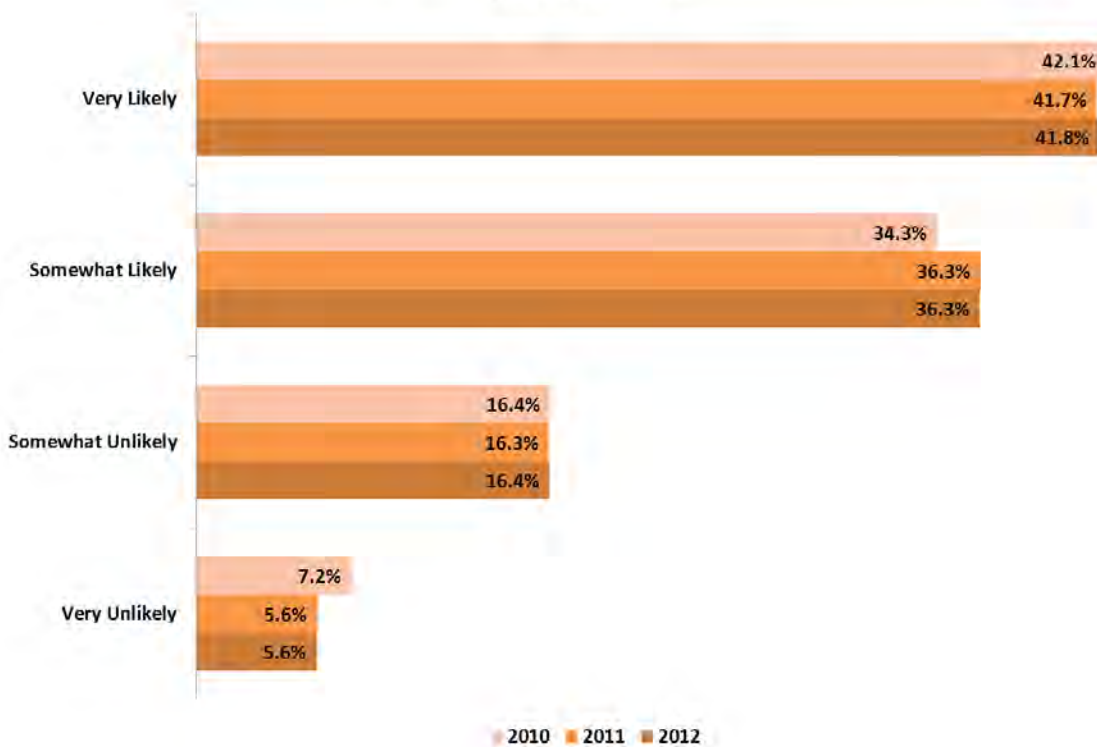
Awareness - Awareness about Seatbelt enforcement has declined since the 2010 baseline. In 2012, only 58.7 percent of respondents heard anything about seat belt enforcement, compared to 70.9

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?



percent in 2010.

What do you think the chances are of getting a ticket if you don't wear your seat belt?



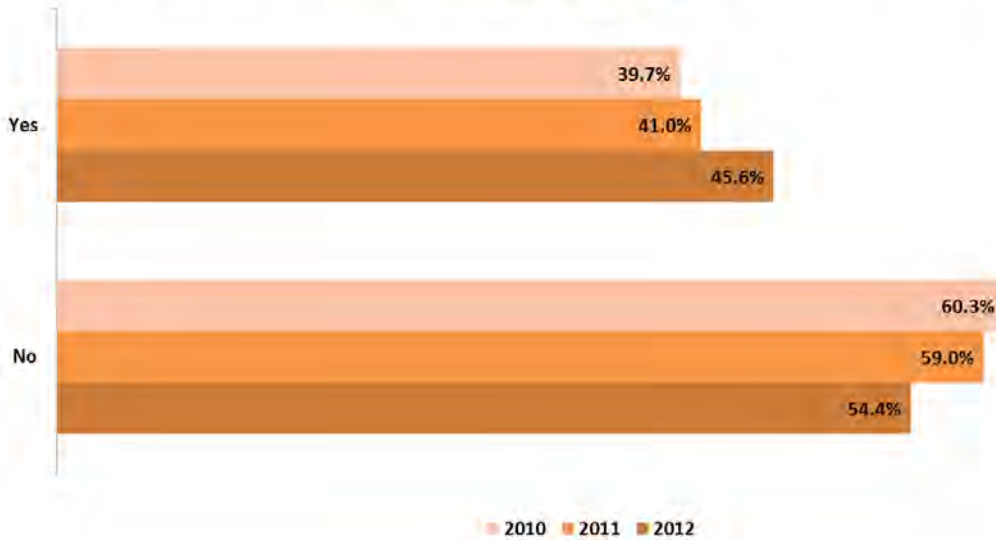
Speeding

Performance Report: Attitudes - Attitudes about getting a ticket if you speed on a highway have remained stable. Approximately 80 percent believe that getting a ticket is 'Somewhat' or 'Very Likely'.

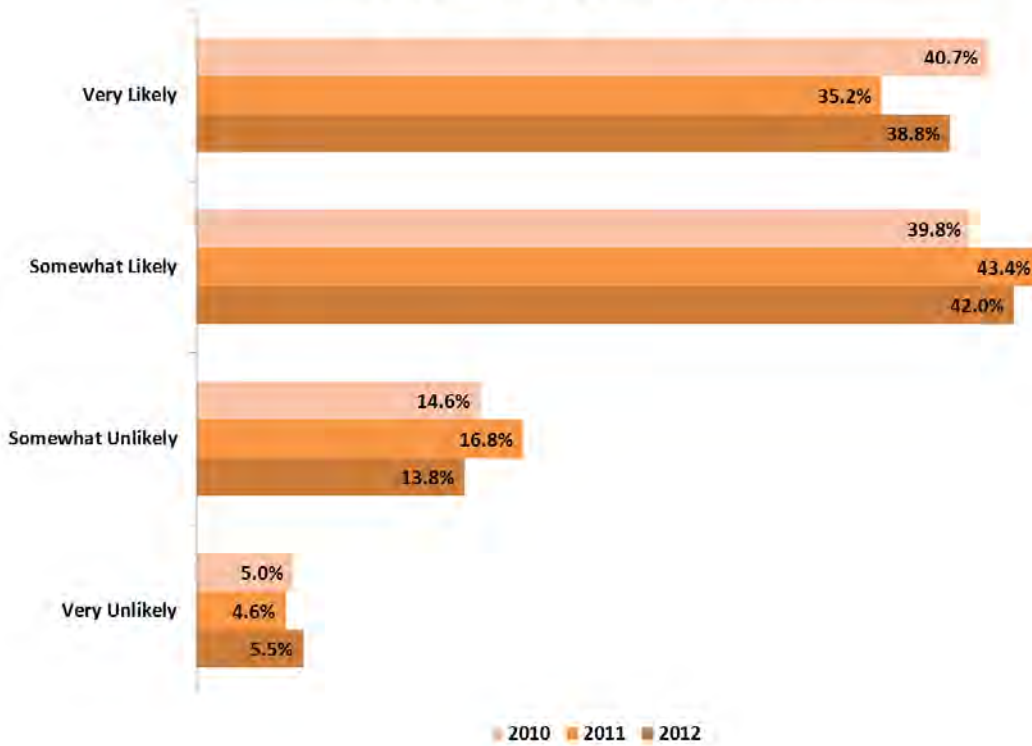
Awareness - Awareness about Speeding enforcement has slightly increased since the 2010 baseline. In 2012, 45.6 percent of respondents heard anything about speeding enforcement, compared to only 39.7 percent in 2010.

Behavior - Speeding behavior has remained stable. Approximately 65 percent of respondents report 'Rarely' or 'Never' speeding in a 25mph zone.

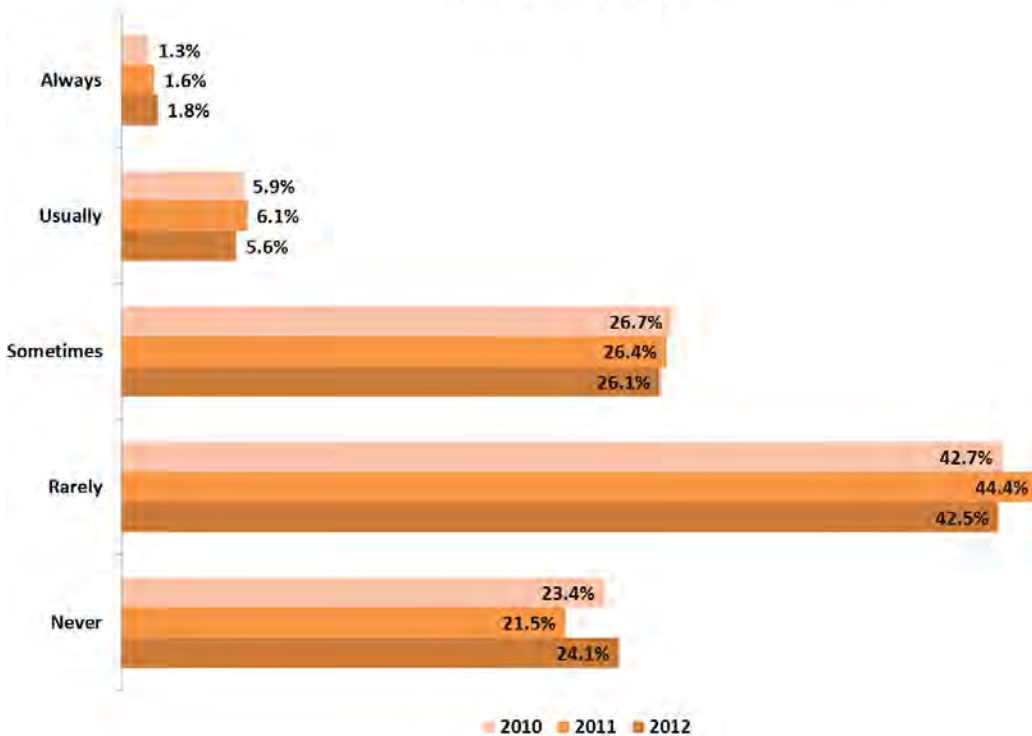
In the past 60 days, have you read, seen or heard anything about speed enforcement by police?



If you are driving at 68 mph on a freeway posted for 60 mph, what are the chances you will get a ticket?



On a local road with a speed limit of 25 mph, how often do you drive faster than 30 mph?

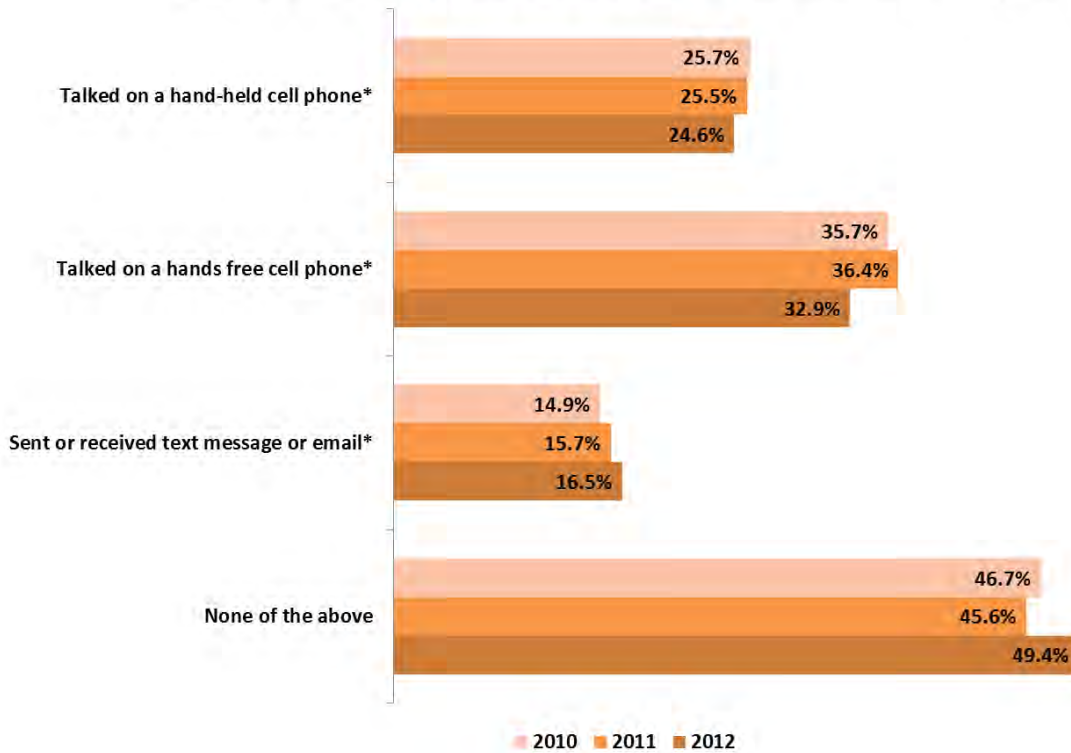


Distracted Driving

Performance Report: Behavior - Cell phone use while driving has remained stable. Although not significant, the percent of respondents indicating no cell phone use has increased slightly from 46.7 percent in 2010 to 49.4 percent in 2012.

**In the past 30 days, have you done any of the following while driving?
(Please check all that apply.)**

*Categories are not mutually exclusive since respondents may have selected more than one answer.





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