



Washington State
Traffic Safety Annual Report

2021



**TRAFFIC SAFETY
COMMISSION**

WASHINGTON
2021 TRAFFIC SAFETY
ANNUAL REPORT

2021

WASHINGTON TRAFFIC SAFETY COMMISSION
621 8th Avenue SE, Suite 409
P.O. Box 40944
Olympia, Washington 98504-0944

December 15, 2021

ANNUAL REPORT CHECKLIST

REQUIRED



Requirement	Where to find in this document
Assessment of the state's progress in achieving performance targets in the prior year, and a description of how the State's Highway Safety Office will adjust its upcoming Highway Safety Plan to meet performance targets better if a performance target has not been met	See Section: Program Updates
Description of the projects and activities funded and implemented, and the amount of funds obligated and expended	See Section: Program Updates
Description of the State's evidence-based enforcement program activities	See Section: Assessment of State Progress, Evidence-Based Enforcement Plan
Description of the required mobilizations	See Sections: Assessment of State Progress, FFY 2021 Performance Activity Measures, and Program Updates
Explanation of reasons for planned activities not implemented	See Section: Program Updates
Description of how the projects funded contributed to meeting the performance targets	See Section: Program Updates
If applicable, report on the purchase of paid media within programs or as a summary	See Sections: Assessment of State Progress, Paid Media Campaigns and Program Updates
If applicable, report on any Section 2011 Child Restraint Grants funds expended	Not Applicable
Inclusion of the results of the annual State Attitudes Survey if conducted	See Section: Measures of Attitudes, Awareness, and Behavior

TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
LEGISLATIVE UPDATE	9
FISCAL OVERVIEW OF OBLIGATIONS AND EXPENDITURES	11
ASSESSMENT OF STATE PROGRESS	12
PERFORMANCE REPORT FROM PREVIOUS YEAR HSP	15
EVIDENCE-BASED ENFORCEMENT PLAN	17
FFY 2021 PERFORMANCE ACTIVITY MEASURES	17
FFY 2021 PAID MEDIA CAMPAIGNS	18
MEASURE OF ATTITUDES, AWARENESS, AND BEHAVIOR	19
PROGRAM UPDATES	23
PROGRAM COORDINATION & DEVELOPMENT	27
COMMUNITY TRAFFIC SERVICES	32
COMMUNICATIONS	37
TRIBAL TRAFFIC SAFETY	41
OCCUPANT PROTECTION	45
IMPAIRED DRIVING	54
SPEEDING	68
MOTORCYCLES	71
YOUNG DRIVERS	78
NON-MOTORIZED SERVICES	83
DISTRACTED DRIVING	91
TRAFFIC RECORDS	101
ABBREVIATION LIST	109
CONTACT INFORMATION	112

EXECUTIVE SUMMARY

The Strategic Highway Safety Plan (SHSP), Target Zero, continues to set forth the vision, leadership, and strategies for Washington’s traffic safety partners and stakeholders to eliminate traffic fatalities and serious injuries on our state’s roadways by 2030. The SHSP provides the critical framework for tribal, state, and local governments, non-profit organizations, and private industry partners to work collaboratively in achieving our traffic safety goals within our existing resources. Target Zero utilizes data-driven analysis to identify traffic safety priorities.

2021 was marked by the normalization of COVID-19 protocols and contingency planning. This included work with our grantees to resume, adjust, and in some cases, redirect traffic safety efforts. This also included an increase in traffic exposure compared to 2020 when the Governor lifted the Stay Home-Stay Healthy order. Preliminary data suggests fatalities increased from 538 to 571 in 2020, a six percent increase.

Accomplishments and Challenges

COVID-19 Impact on Traffic Safety and Enforcement

Time was spent analyzing the data that came out of 2020, which in many ways challenged some of our most basic traffic safety assumptions. In terms of miles traveled, we found that risk exposure decreased, but overall crashes decreased at a lower rate. This had the effect of increasing the rate of crashes per mile traveled. It appears that congestion, which decreases the speed of traffic, may have had some benefit. That’s the view of the system, but in looking at our data dashboard¹ from each county, one will see that not every county had an increase in crashes in 2020, and many counties had a small but persistent downward trend in crashes.

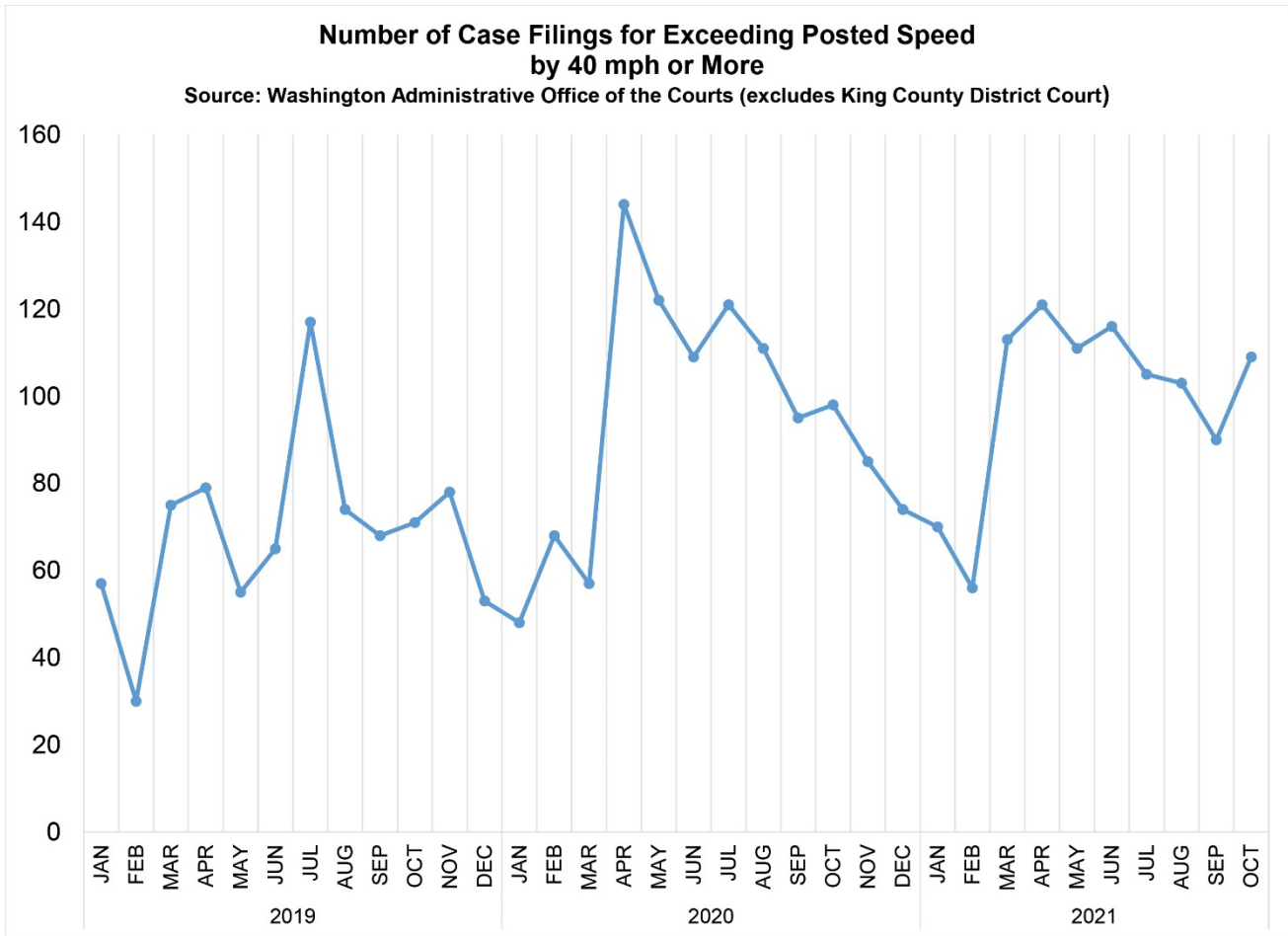
Another factor at play was the role of law enforcement in traffic safety. The national conversation that started in 2020 on the role of law enforcement continued into 2021. The Washington State Legislature passed several law enforcement reforms that took effect in July. Based on what we have heard from our law enforcement partners, this has changed many of their procedures, and we suspect that this has contributed to a reduction in the amount of traffic enforcement conducted in Washington. Citation data obtained from the Administrative Office of the Courts (AOC)² shows that traffic enforcement 15 months post-pandemic response (April 2020) is lower than the 15 months pre-pandemic response.

Violations	January 2019 – March 2020 (average monthly filings)	May 2020 – July 2021 (average monthly filings)	Percent Difference
Restraint Use	114	82	-28%
Child Restraint Use	228	129	-44%
DUI or Physical Control	1,903	1,581	-17%
Electronic Device Use	2,330	1,643	-30%
Speeding less than 40 mph	23,848	20,060	-16%
Speeding more than 40 mph	66	100	+52%

Unfortunately, speeding violations filed where the driver was exceeding the posted speed by 40 mph or more has increased over 50 percent, a trend reported in several states. This trend in very high-speed driving continues into 2021.

¹ <https://wtsc.wa.gov/research-data/dashboards>

² Case filings from AOC exclude citations filed in King County District Court



It is unclear to what extent and what effect this law enforcement trend is having on crashes in Washington. According to data from the Federal Bureau of Investigation (FBI), Washington ranks last in the nation in terms of the number of commissioned officers per capita.

Searching for New Strategies

Washington Traffic Safety Commission (WTSC) began working with the Washington Association of Sheriffs and Police Chiefs (WASPC) to find ways to better engage law enforcement leaders in traffic safety and uncover new law enforcement led traffic safety strategies.

WTSC partnered with WASPC’s Traffic Safety Committee co-chairs, Lewis County Sheriff Rob Snaza and Wenatchee Police Chief Steve Crown, to form a traffic safety subcommittee that met through the first half of 2021. The traffic safety subcommittee will find ways to help law enforcement agencies engage with traffic safety positively and effectively. The subcommittee, which broke into two teams, made one round of recommendations. WTSC is pleased to continue this effort in partnership with the new Traffic Safety Committee Co-chairs: Union Gap Police Chief Gregory Cobb, and Garfield County Sheriff Drew Hyer.

New People, Processes, and Improvements

The year brought several staff changes to WTSC—and given our small size, any staff change is significant. The first was the appointment of our new director, Shelly Baldwin, in February 2021. Shelly has more than 20 years of traffic safety experience (working for the WTSC for many of those years in various roles) and she has the distinction of being the first woman director of the WTSC. In addition, WTSC also welcomed a new Information Technology Manager, Research Associate, two new Program Mangers, and the promotion of a Program Specialist 3 to a Program Specialist 5.

In 2021, WTSC's Enterprise Management System (WEMS) team continued to make significant improvements to our digital grants management system (mostly in response to user requests). They fixed bugs and responded to changing workflow. Some highlights from 2021 include:

- Getting all agencies on board with using the WEMS activity logs.
- Extending an "Action Needed" portal to the view of Target Zero Managers (TZM) and grantees to highlight their next steps (e.g., submitting reports) and provide easy access to appropriate screens.
- Implementing security enhancements to ensure that users only have access to the screens and records they need.
- Transitioning to private servers for development allows larger configuration changes and more thorough testing.
- Providing WTSC staff and TZMs the ability to quickly run reports on the status and outcomes of high visibility patrols.

In 2021 WTSC changed its approach to impaired driving high visibility enforcement (HVE). Our impaired driving team created an application process for agencies interested in participating in these emphasis patrols. The new process emphasized the importance of adhering to the HVE model. Every region that applied was awarded grant funds for impaired driving high visibility enforcement.

Throughout 2021, WTSC continued to adopt new processes designed to help increase the grant program's effectiveness, and to take steps to improve its capacity for evaluation. Starting in early 2021, all Program Managers were given training on creating "Theories of Change," which are statements of how we think a countermeasure will influence a traffic safety issue to reduce crashes. Program Managers created theories of change for every countermeasure represented in their program plans and presented them to our Technical Advisory Committee in March. They then created logic models for every individual grant project based on the theories of change. The logic models translate the countermeasure theory to a single project, so the goals and objectives in the scope of work are aligned. WTSC also made strides toward greater evaluation by working on the first of what is planned to be an annual statewide traffic safety survey.

Partnerships: The Foundation of the Future

National Highway Traffic Safety Administration (NHTSA) Region 10 staff conducted a management review (MR) of the WTSC in September 2021. The MR resulted in a commendation and a finding. The finding was around some items in a grant to tribal law enforcement agencies that was determined to be unallowable given the documentation that was provided. This issue surfaced and was resolved before the MR began, so no additional action plan was necessary. The commendation was given to WTSC for improvements to the WEMS system that resulted in greater data analysis, a dashboard for TZMs, greater training resources for users, a built-in system of checks for activity logs, and overall, greater efficiency and security.

To continue the open communication and partnership, WTSC staff met weekly with the NHTSA Regional Program Manager, Ryan Peters. This practice started mid-pandemic in 2020, but we maintained the weekly meeting and found that frequent interaction benefits both agencies. WTSC recognizes Region 10 NHTSA as a critical and valuable partner. Additionally, WTSC Director Shelly Baldwin and Region 10 Administrator Greg Fredericksen began meeting monthly.

The Cooper Jones Active Transportation Safety Council (ATSC) is another agency lead partnership with key stakeholders. The mission of the council is to review and analyze crash data, identify points at which the transportation system can be improved, and identify patterns in fatalities and injuries involving people who walk, ride bicycles, and use other forms of active transportation.

Each month ATSC brought together a wide range of individuals from different disciplines and perspectives, all with interests in active transportation, to support and enhance existing and pending transportation safety efforts such as the Washington SHSP (Target Zero Plan) and Active Transportation Plan. ATSC continued to form Action Teams to develop in-depth analyses and recommendations on key safety issues faced by people walking, biking, and rolling. ATSC also formed a Fatality Review Team to conduct in-depth reviews of individual fatalities of people biking, walking, and rolling. ATSC will submit its annual report to the legislature and the Governor's office in December 2021. It will include in-depth papers on the role of speed in the likelihood and severity of crashes involving walkers and rollers, and the definition of safety in the context of the built environment, government policies, and how broader societal and historical forces shape the decisions of people to walk, roll or use public transit.

Tribal traffic safety also remains a priority for the WTSC. The last two years have taken a severe toll on the traffic safety infrastructure of many tribes. Many tribes reduced their staff or shut down their day-to-day organizational operations. These impacts extended well into 2021 and severely limited the work that our tribal partners could do. Despite this trend and somewhat in response to it, the WTSC worked with the Tribal Traffic Safety Advisory Board (TTSAB) leaders to make the group into a subcommittee of the Tribal Transportation Planning Organization, which the Washington State Department of Transportation (WSDOT) supports. WTSC remains committed to tribal traffic safety and will continue to explore opportunities with its tribal partners through this group in 2022.

The fiscal year 2021 saw three significant changes for the Traffic Records Program (TRP). The TRP was able to align more strategically with the 'data' element of RADD. Second, the Traffic Records Oversight Council transitioned to the Traffic Records Governance Council (TRGC), which included the formation of committees under the council. The purpose was to give this body of Traffic Records leaders a more active role in the strategic direction of traffic records work in Washington. Under the TRGC, some of the new committees include:

- The Electronic Traffic Information Processing (eTRIP) Committee which focuses on the technical and IT aspects of Traffic Records systems within partner agencies.
- The Grant Management and Review (GMR) Committee which monitors the progress reports of the Traffic Records portfolio.
- The Traffic Records Integration Program (TRIP) Committee which focuses on integrating Traffic Records data systems.
- The Traffic Data Analysis and Evaluation (TDAE) Committee which focuses on the use and analysis of the data being gathered by Traffic Records data systems.

Finally, WTSC completed the formal implementation of contracts that span multiple years for Traffic Records projects. There has often been an unspoken understanding that Traffic Records projects need multiple years of funding to execute their objectives fully. However, the formalization of multi-year contracts has allowed the TRGC to forecast the Traffic Records portfolio five years into the future providing for a more comprehensive approach. The multi-year process will continue to be refined in the years ahead. These changes contribute to the growth and evolution of the Traffic Records Program into a robust and integral aspect of the WTSC.

The RADD was extremely active in 2021, publishing the following research briefs and reports:

- [Cannabis Involvement Among Drivers in Fatal Crashes](#)
A two-page brief summarizing data from 2010 to present (updated as final data is released). *Published February 2021.*
- [Distracted Driving in Washington State During COVID-19: 2020 Observation Survey, Enforcement, and Crashes](#)
An in-depth report describing the impact of COVID-19 response on distracted driving in Washington State in 2020. The report summarizes new data and provides contextual

explanations of changes to distracted driving behavior, enforcement of distracted driving laws, and monthly distracted driving fatal and serious injury crashes. *Published March 2021.*

- [Seat Belt Use in Washington State 2020](#)
An in-depth report analyzing the survey results for the state and individual counties. *Published January 2021.*
- [Unlicensed Drivers on Washington Roads](#)
A two-page brief summarizing fatal crashes from 2015 to 2019 involving unlicensed drivers. *Published October 2021.*
- [American Indian/Alaska Native \(AIAN\) Traffic Deaths](#)
A two-page brief summarizing 2015-2019 AIAN traffic deaths and rates. *Published April 2021.*
- [Executive Summary: DREs and Case Outcomes](#) - *Published September 2021.*
- [DREs and Case Outcomes: A Case Study Examination of the Role of DRE Evaluations and Involvement in Spokane, Washington](#) - *Published July 2021.*
- [Executive Summary: Perceptions of DREs and DRE Evidence](#) - *Published February 2021.*
- [Perceptions of DREs and DRE Evidence: A Qualitative Analysis of the Police, Prosecution, and Defense](#) - *Published February 2021.*

LEGISLATIVE UPDATE

The two-year legislative cycle begins every “odd” year, so 2021 marked the beginning of the biennium. The legislature met for 105 days and passed a 2021-2023 transportation budget and a 2021 supplemental budget. Due to COVID-19 restrictions, this was the first time the legislative session was held in a hybrid system, where only authorized employees and legislators were allowed in legislative facilities, and public business was conducted through web-based meetings. This process limited the number of bills that were considered and passed.

The legislature made changes to how driver’s licenses are issued and renewed. They also passed bills that made substantial changes to license suspensions due to traffic infractions and allowed sales of alcohol-to-go. A proposed bill that would have allowed motorcycle riders to travel on the right shoulder of a roadway under some conditions failed to pass.

Below is a summary of new traffic safety laws and bills that did not pass.

New Laws

Driver Licenses

[House Bill 1207](#), *Driver license issuance and renewal, Chapter 158, Laws 2021. Effective July 25, 2021.*

This Department of Licensing (DOL) request legislation allows driver's licenses, commercial driver's licenses, identicards, and motorcycle endorsements to be valid for eight years instead of six years. The legislation did not change the yearly cost of the licenses but increased the fee for an eight-year license and was adjusted to account for the additional years that the license will be valid. The legislation also changed the timing of when photographs for renewed driver's licenses and identicards will need be updated. Persons 30 and older will need new photos every 16 years. Persons under 30 must update their photos every eight years. Beginning January 2023, most people who renew their driver’s license online will need to provide an updated photograph in a form and manner that meets the DOL's requirements for remote photo capture. The DOL must submit a report to the Governor and the transportation committees of the Legislature by December 1, 2023.

License Suspension and Safe Driving Classes

[Senate Bill 5226](#), *License suspension for traffic infractions, Chapter 240, Laws 2021. Effective January 1, 2023.*

This bill allows a person to admit responsibility for a traffic infraction and attest that the person does not have the current ability to pay the infraction in full. It allows the person to request a payment plan from the court. Failure to pay may result in collection action, but not license suspension. When a person has committed a traffic infraction for a moving violation on three or more occasions within a one-year period, or four or more occasions in a two-year period, DOL must revoke the license of the driver for a period of 60 days and provide for a one-year probationary period after the suspension ends. Prior to reinstatement of the person's license, the person must complete a safe driving course as recommended by DOL. Any new traffic infraction committed during the probationary period will result in an additional 30-day suspension. DOL must send a warning letter to the driver when the driver will face suspension if committing an additional infraction. DOL may not charge a reinstatement fee at the end of the term of revocation. Multiple traffic infractions issued during or as the result of a single traffic stop constitute one occasion.

Autonomous Vehicles

[Senate Bill 5460](#), *Autonomous vehicle work group, Chapter 240, Laws 2021. Effective July 25, 2021.*

This bill defines autonomous vehicles as those vehicles that can operate without a safety driver. The bill also repealed RCW 46.37.480 Section (1), which prohibits the use of motor vehicles equipped with any television viewer, screen, or other means of visually receiving a broadcast that is visible to the driver while driving. This RCW conflicted with the safety features in many cars today that feature screens to provide for added driver awareness in multiple situations such as parking, lane changing, and backing up. Repealing the RCW could also remove a barrier to the development of platooning technology for commercial vehicles, because it involves a screen for the driver.

Licensing Data

[Senate Bill 5152](#), *Enhancing data stewardship and privacy protections for vehicle and driver data, Chapter 93, Laws 2021. Effective July 25, 2021*

This DOL request legislation defines personal information applicable to all drive and vehicle records that the DOL administers. DOL will be required to enter a contract prior to providing data containing personal information. WTSC accesses this information for both Fatality Analysis Reporting System (FARS) and research purposes.

Liquor Licensing

[House Bill 1480](#), *Extending certain privileges granted to liquor licensees to mitigate the impact of the coronavirus pandemic, Chapter 48, Laws 2021. Effective April 14, 2021*

This bill allows the Liquor and Cannabis Board (LCB) to provide liquor licensees temporary alcohol sales privileges during the COVID-19 pandemic. It allows for curbside service, takeout, and delivery of liquor products, including factory sealed bottles and cans of beer, wine, and spirits to customers if they are included with a to-go food order. It also allows for the sale of pre-mixed cocktails to-go, subject to the requirements provided by the LCB. This bill did not change Washington's open container law, [RCW 46.61.519](#).

Bills That Did Not Pass

Motorcycle Travel

[House Bill 1254](#), *Improving motorcycle safety by authorizing the use of the right shoulder of limited access roadways.*

This bill would have allowed motorcycle riders to travel in the right shoulder of a limited access roadway when traffic is stopped or when the average speed of the vehicles is 25 miles per hour or less, subject to the following restrictions: (a) A motorcycle rider may not go faster than 10 miles per hour faster than the speed of traffic; (b) When approaching the exit ramp, a motorcycle rider must either exit the shoulder and reenter the traffic lanes of the limited access highway or take the proceed exit ramp; and (c) Motorcycles may not be operated more than one abreast on a right shoulder. The bill received a hearing in the House Transportation Committee but did not receive an executive hearing.

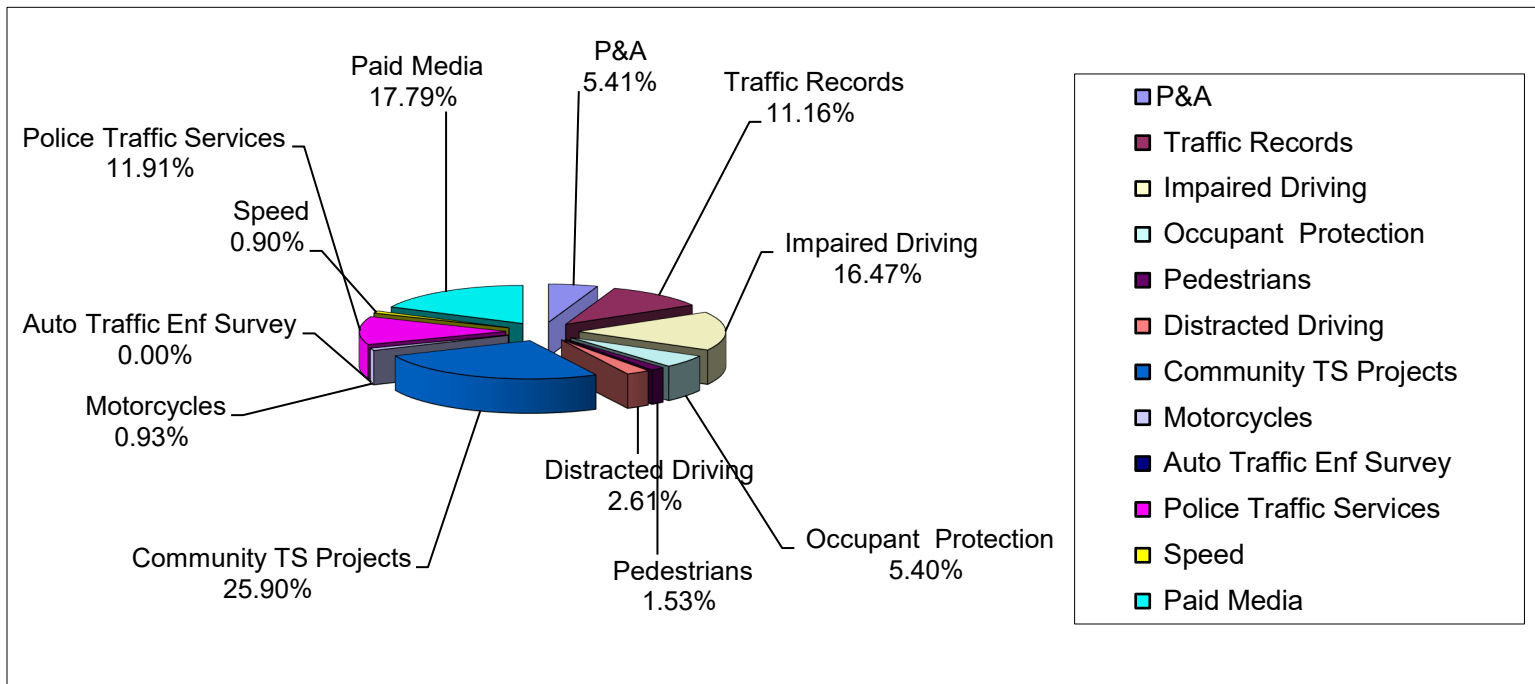
Motorcycle Helmets

[HB 1255](#), *Concerning motorcycle steering equipment requirements.*

This bill would have exempted a motorcycle driver from the requirement to wear a helmet if the motorcycle was equipped with a steering wheel or handlebars, seat belts meeting federal safety standards, and a partially or completely enclosed seating area which has been federally certified as crush proof. An example of the type of vehicle that this change might apply to is [Arcimoto](#) which is a small, lightweight vehicle with five-point harness seat belts, a head-high back seat and a roof with crush resistance.

FISCAL OVERVIEW OF OBLIGATIONS AND EXPENDITURES

	402	405b	405c	405d	405e	405f	405h	164	Total	% of Total
P&A	\$585,671								\$585,671	5.41%
Traffic Records	\$443,466		\$763,882						\$1,207,348	11.16%
Impaired Driving	\$78,694			\$1,324,005				\$379,356	\$1,782,055	16.47%
Occupant Protection	\$171,401	\$412,781							\$584,182	5.40%
Pedestrians	\$51,979						\$113,289		\$165,268	1.53%
Distracted Driving	\$282,464				\$0				\$282,464	2.61%
Community TS Projects	\$1,576,574	\$91,477		\$1,133,943					\$2,801,994	25.90%
Motorcycles	\$18,183					\$82,546			\$100,729	0.93%
Auto Traffic Enf Survey	\$0								\$0	0.00%
Police Traffic Services	\$1,021,287	\$137,653		\$129,311					\$1,288,251	11.91%
Speed	\$0			\$97,344					\$97,344	0.90%
Paid Media	\$1,164,831	\$208,000				\$0		\$552,339	\$1,925,170	17.79%
TOTAL									\$10,820,476	100.00%



ASSESSMENT OF STATE PROGRESS

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

- Method 1: setting the target equal to an updated Target Zero line (a straight line to zero in 2030), used in the SHSP.
- Method 2: setting the target equal to the value of the linear trend line of the five-year rolling averages or the most recent five-year rolling average.
- Method 3: setting targets for all measures other than C-1, C-2 and C-3 in consultation with WTSC Program Managers who can bring an awareness of policy or environmental changes into account.

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

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

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

The following table shows the FFY 2020 target performance with preliminary 2020 fatality data from Washington Coded Fatal Crash (CFC) data. The FFY 2020 target performance is also displayed on each of the charts available in the program area reports.

Performance Measures and Targets, Highway Safety Plan FFY 2020 and FFY 2021								
Outcome Measure	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (WA- CFC)	2020 (WA- CFC)	2020 <i>Target*</i>	2021 <i>Target*</i>
C-1) Number of traffic fatalities (FARS)	551	536	563	539	538	571	^	^
<i>5YR Rolling Average</i>	450.0	468.2	484.6	509.6	530.2	545.4	443.2	444.1
C-2) Number of serious injuries in traffic crashes (state crash data files)	2,100	2,217	2,221	2,236	2,255	2,437	^	^
<i>5YR Rolling Average</i>	2,146.4	2,070.8	2,087.2	2091.6	2155.6	2,205.8	1,795.5	1,807.0
C-3) Fatalities/VMT (FARS, FHWA)	0.924	0.881	0.917	0.866	0.860	1.041	^	^
<i>5YR Rolling Average</i>	0.787	0.811	0.827	0.856	0.877	0.890	0.732	0.724

Performance Measures and Targets, Highway Safety Plan FFY 2020 and FFY 2021								
Outcome Measure	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (WA- CFC)	2020 (WA- CFC)	2020 <i>Target*</i>	2021 <i>Target*</i>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	112	110	104	107	108	110	^	^
<i>5YR Rolling Average</i>	99.2	101.2	103.4	104.4	108.0	108.2	101.8	105.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS- IMPUTED)	145	156	176	166	172	*	^	^
<i>5YR Rolling Average</i>	150.4	145.6	145.4	152.0	155.0	*	153.2	162.0
C-6) Number of speeding-related fatalities (FARS)	157	154	174	182	152	170	^	^
<i>5YR Rolling Average</i>	170.6	166.8	163.8	166.2	165.8	163.8	165.2	166.0
C-7) Number of motorcyclist fatalities (FARS)	75	81	80	80	95	95	^	^
<i>5YR Rolling Average</i>	73.4	74.4	76.2	75.6	77.0	82.2	77.2	83.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	4	2	0	5	2	11	0	0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	71	66	68	67	47	78	^	^
<i>5YR Rolling Average</i>	59.0	60.0	61.0	66.6	66.0	63.8	66.2	51.9
C-10) Number of pedestrian# fatalities (FARS)	84	83	104	99	102	103	^	^
<i>5YR Rolling Average</i>	64.2	68.8	72.6	79.2	89.2	94.4	90.0	76.7

Performance Measures and Targets, Highway Safety Plan FFY 2020 and FFY 2021								
Outcome Measure	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (WA- CFC)	2020 (WA- CFC)	2020 <i>Target*</i>	2021 <i>Target*</i>
C-11) Number of bicyclists fatalities (FARS)	14	17	15	16	9	13	^	^
<i>5YR Rolling Average</i>	9.2	10.8	12.0	12.6	13.6	14.2	14.0	11.6
APM-1) Number of fatalities involving a distracted/inattentive driver (WA-FARS)	171	155	155	116	119	91	^	^
<i>5YR Rolling Average</i>	127.2	134.6	139.4	146.2	145.4	143.2	146.0	125.0
APM-2) Number of drivers ages 21-25 involved in fatal crashes (WA-FARS)	98	102	106	93	103	83	^	^
<i>5YR Rolling Average</i>	81.8	83.0	87.4	92.0	95.6	100.4	95.6	101.6
TR-1*) Number of ED visit records reported (estimated percent of total ED records)	^	0.2%	13.5%	69%	85%	97%	100%	100%
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	94.6%	94.7%	94.8%	93.2% ⁺	93.1%	93.0%	≥95%	≥95%

^ No target set.

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

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

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

PERFORMANCE REPORT FROM PREVIOUS YEAR HSP

The following table displays an assessment of performance targets set in the FFY 2021 HSP. The 2021 calendar year number required to meet the 2017-2021 rolling average target is shown. If the status is "NOT MET" then the 2021 calendar year requirement to meet the target has already been exceeded. If the status is "IN PROGRESS" then the 2021 calendar year requirement has not been exceeded, or data is still being collected or is unavailable at the time of this report. Year-to-date fatality totals for the performance report were obtained from the WSDOT Crash Data Portal (<https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>) when available. The numbers were generated on November 2, 2021. These numbers are not directly comparable to the same information obtained from FARS; however, the numbers do provide enough year-to-date tracking for performance reporting.

Performance Target	2021 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2021 Year-to-date Total	Performance Report Status as of November 2021
C-1) Decrease the 2017-2021 rolling average number of traffic fatalities to 444.1**	10	498	NOT MET
C-2) Decrease the 2017-2021 rolling average number of serious injuries in traffic crashes to 1,807.0**	0	2,323	NOT MET
C-3) Decrease the 2017-2021 rolling average rate of fatalities/VMT to 0.724**	0	Data not available	NOT MET
C-4) Decrease the 2017-2021 rolling average number of unrestrained passenger vehicle occupant fatalities to 105.0**	96	Data not available	NOT MET
C-5) Decrease the 2017-2021 rolling average number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above to 162.0** (IMPUTED)	(2020 / 2021) 148 / 148	Data not available	IN PROGRESS
C-6) Decrease the 2017-2021 rolling average number of speeding-related fatalities to 166.0**	152	153	NOT MET
C-7) Decrease the 2017-2021 rolling average number of motorcyclist fatalities to 83.0**	67	73	NOT MET
C-8) Decrease the 2017-2021 rolling average number of unhelmeted motorcyclist fatalities to 0**	0	Data not available	NOT MET
C-9) Decrease the 2017-2021 rolling average number of drivers age 20 or younger involved in fatal crashes to 51.9**	0	Data not available	NOT MET

Performance Target	2021 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2021 Year-to-date Total	Performance Report Status as of November 2021
C-10) Decrease the 2017-2021 rolling average number of pedestrian fatalities to 76.7**	0	93	NOT MET
C-11) Decrease the 2017-2021 rolling average number of bicyclists fatalities to 11.6**	5	11	NOT MET
APM-1) Decrease the 2017-2021 rolling average number of fatalities involving a distracted driver to 125.0**	144	89	MET
APM-2) Decrease the 2017-2021 rolling average number of drivers ages 21-25 involved in fatal crashes to 101.6**	123	Data not available	IN PROGRESS
TR-1) Number of emergency department (ED) visit records reported (estimated percent of total ED records) – Department of Health	100%	100%*	MET
B-1) Increase the observed seat belt use for passenger vehicles, front seat outboard occupants to 95% (target value) for the 2019 target period (annual).	95%	Data not available	IN PROGRESS

*Reported by the Department of Health in the FFY 2021 Final Project Report

** Five-year performance target value

EVIDENCE-BASED ENFORCEMENT PLAN

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

Following analysis and resource allocation, WTSC staff work closely with grant recipients to ensure projects are implemented successfully, making mid-year adjustments as new data trends and changing traffic safety priorities emerge. The result is an evidence-based enforcement plan designed to address the areas and locations at the highest risk and with the most significant potential for improvement. In FFY 2021 WTSC used the following to implement our evidence-based enforcement plan:

- Click It or Ticket (in November due to FFY 2020 being postponed as well as May)
- National Holiday DUI HVE campaign
- Statewide “On the Road, Off the Phone”
- Washington’s “It’s a Fine Line” motorcycle safety TSEP campaign
- National Summer DUI HVE campaign

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

FFY 2021 PERFORMANCE ACTIVITY MEASURES

Activity Measure	Total
Number of seat belt citations issued during grant-funded enforcement activities	1,786
Number of impaired driving arrests made during grant-funded enforcement activities	783
Number of speeding citations issued during grant-funded enforcement activities	6,658

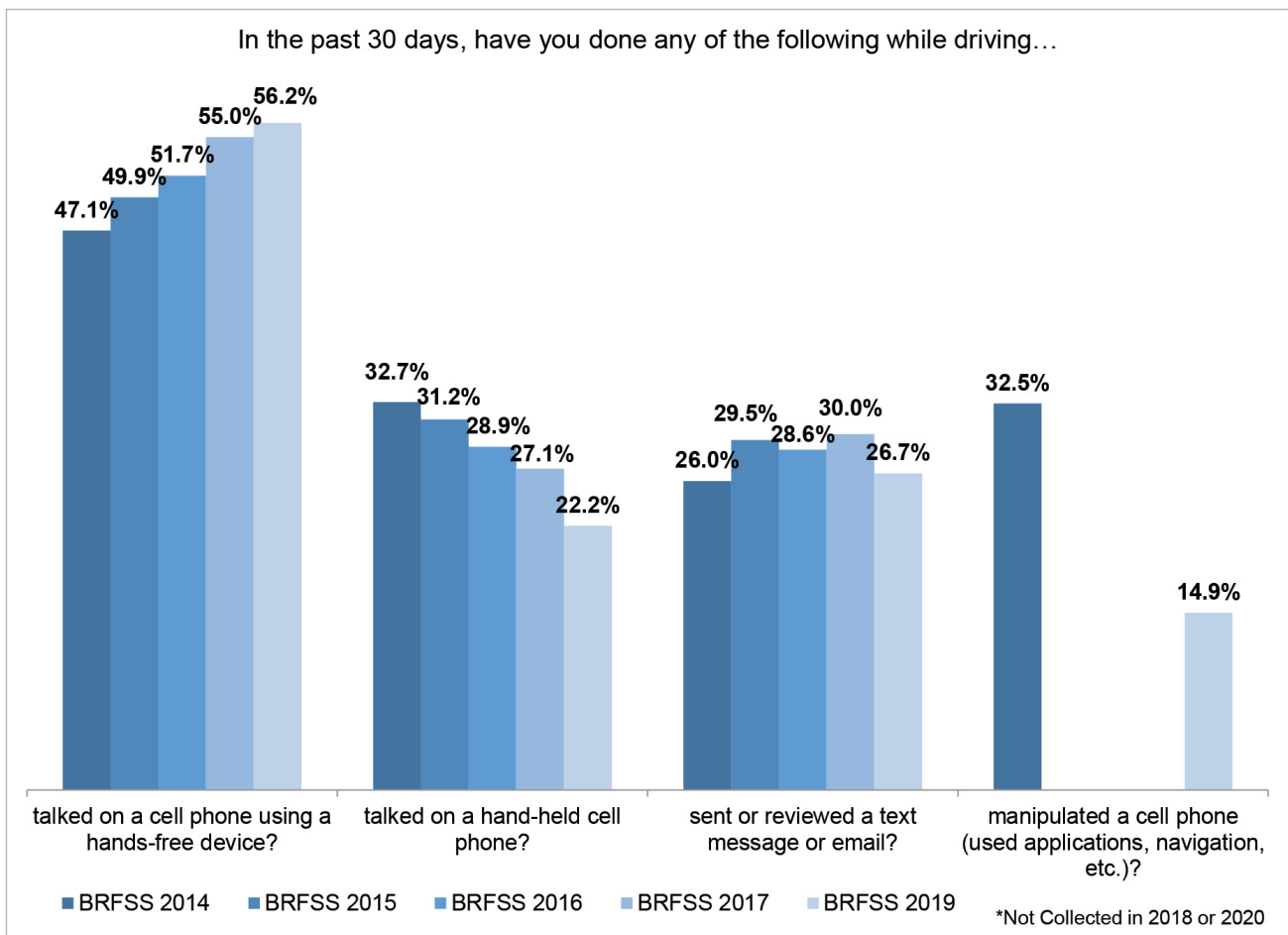
FFY 2021 PAID MEDIA CAMPAIGNS

Campaign	Fund	Budget	Results
Click It or Ticket November 16-29, 2020 May 17-31, 2021 National HVE	402	\$204,628 \$312,000	Radio, Social, Digital, Outdoor 4,582 spots 30.4 million impressions
Holiday DUI December 11, 2020-January 2, 2021 National HVE	402 & 164 Alcohol	\$456,236	TV, Radio, Digital, Outdoor, Social 621,846 spots More than 18 million impressions
Together We Get There February 15-March 7, 2021 Education and Culture	405d	\$350,000	TV, Radio, Digital, Social 7,707 spots 79.9 million impressions
Distracted Driving March 29-April 18, 2021 National HVE	405d & 405e	\$400,000	Radio, TV, Digital, Social 10,528 spots 67.7 million impressions
Motorcycles July 5-25, 2021 Education and Enforcement	402	\$100,000	Radio, Billboards, Digital, Social 2,128 spots 9.1 million impressions
August DUI August 16-September 5, 2021 National HVE	402 & 164 Alcohol	\$368,000	Radio, Digital, Outdoor, Cannabis Retail Stores, Social 7,803 spots 11,406 million impressions

MEASURE OF ATTITUDES, AWARENESS, AND BEHAVIOR

The WTSC has been sponsoring state-added questions on Washington’s Behavioral Risk Factor Surveillance Survey (BRFSS)³ since 2014. The 2014, 2017 and 2019 BRFSS captured data on two important issues: 1) the frequency of driving within three hours of marijuana use and 2) the use of cell phones while driving. In addition, the survey contains core questions about driving after drinking and seat belt use.

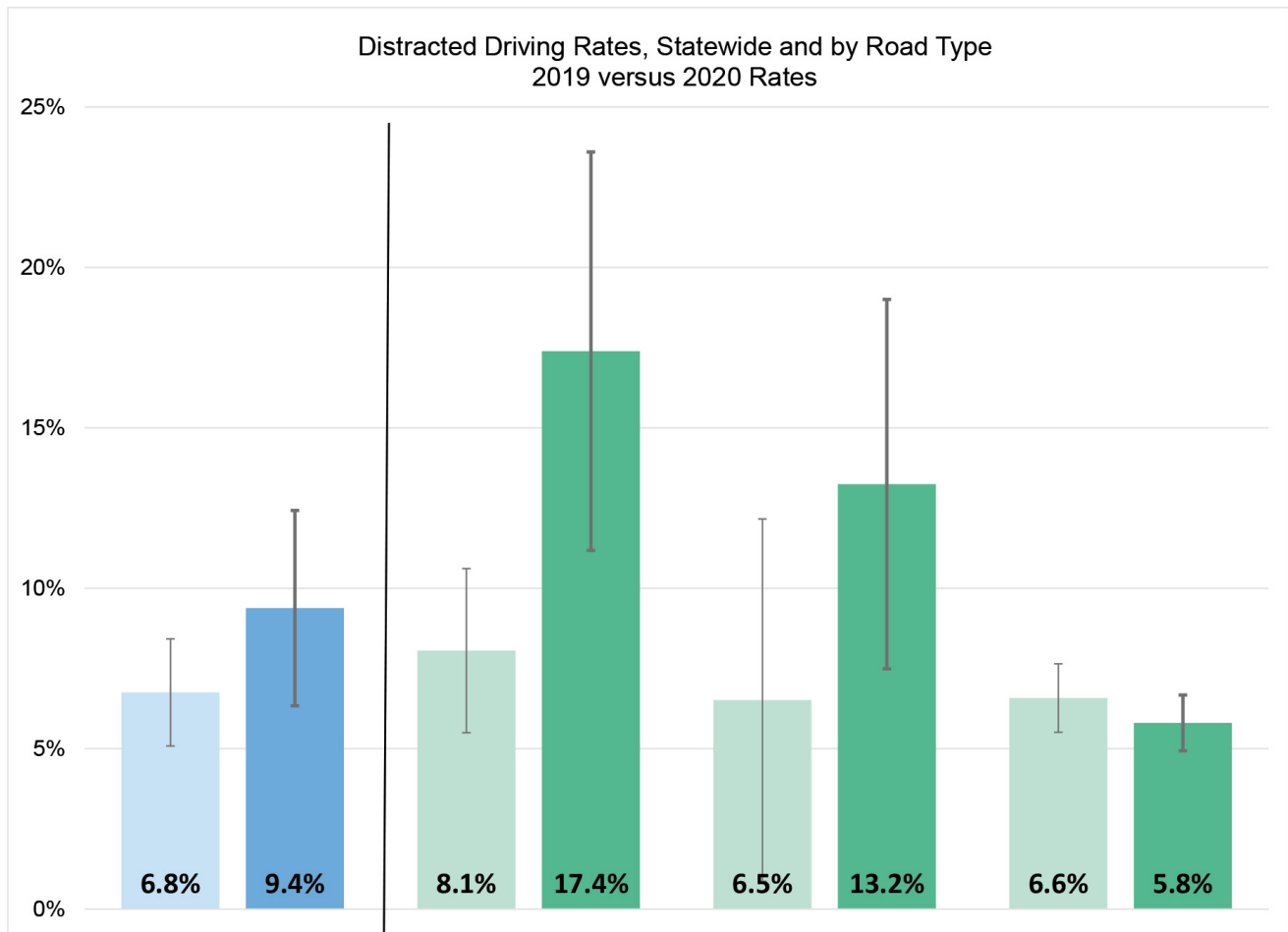
According to self-reported cell phone use while driving data from the BRFSS, as the percent of drivers reported using a hands-free device increased, the percent of drivers talking on hand-held cell phones decreased. However, one in five drivers still report talking on a hand-held cell phone while driving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



According to the statewide distracted driver observation survey, distracted driving increased in 2020—specifically on city streets and county roads with little change on state routes. Distracted driving behavior on city streets soared from less than one of every ten drivers to nearly one of every

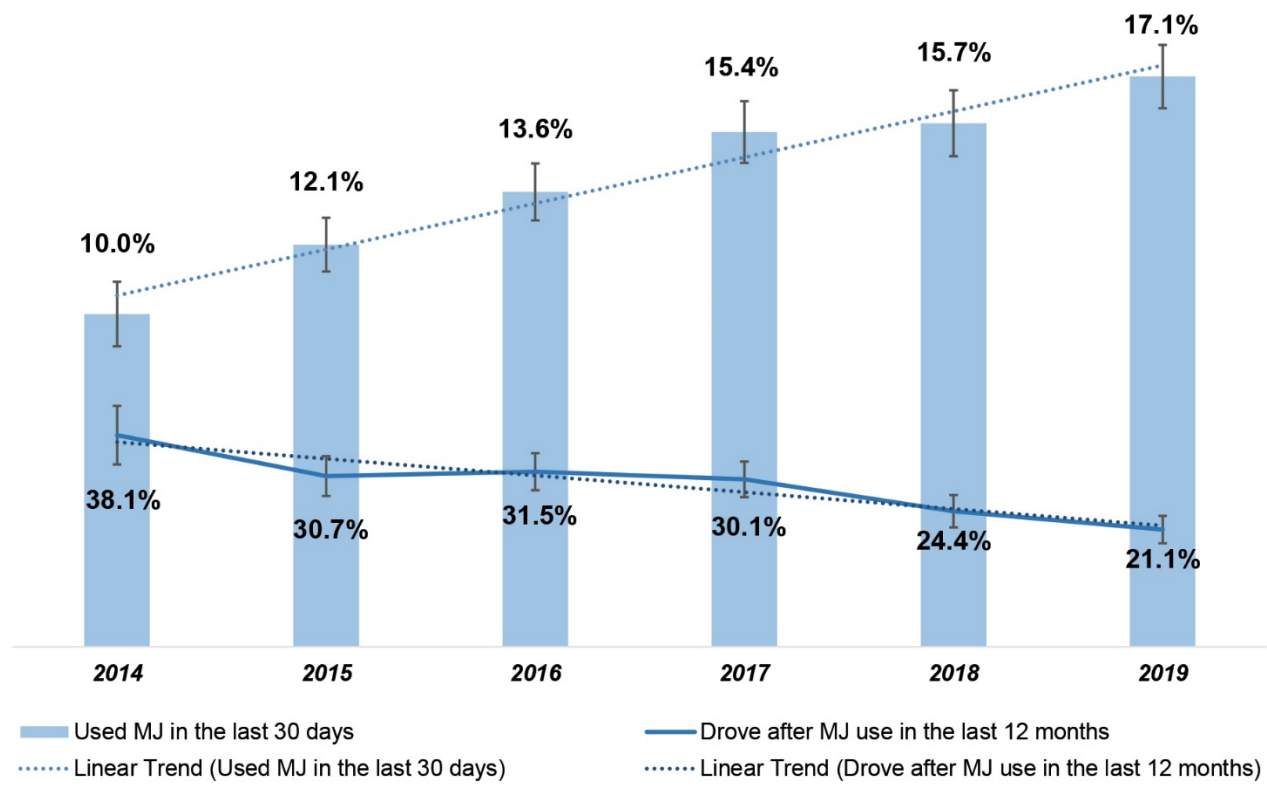
³ Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System, supported in part by the Centers for Disease Control and Prevention, Cooperative Agreement NU58/DP006865 (2020).

five drivers, a statistically significant increase. A similar double-the-rate increase occurred on county roads. On city streets, cell phone use (holding the phone and phone-to-ear) while driving increased from 6.3 percent to 11.7 percent of drivers, an 86 percent overall increase. Cell phone use increased from 4.8 percent to 6 percent of all drivers on county roads, a 25 percent overall increase. The frequency at which drivers were observed engaging in non-cell phone related distraction more than doubled on city streets and more than tripled on county roads.



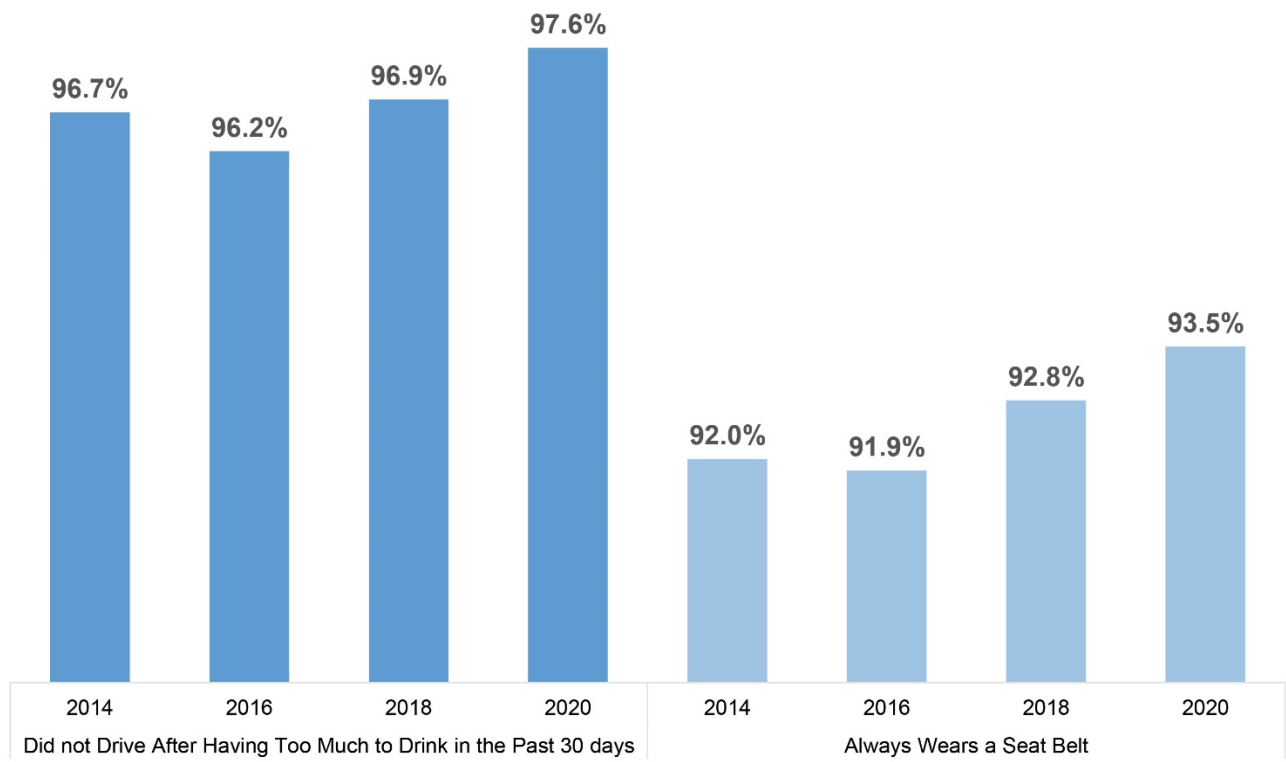
Since 2014, the question about driving within three hours of using marijuana has been asked of BRFSS respondents who reported marijuana use in the past 30 days. While the percentage of adults reporting marijuana use within the past 30 days has steadily increased since 2014, those persons reporting driving within three hours of use have steadily decreased. However, one in five marijuana users reported driving within three hours of use at least once in the past 12 months.

Percent of Washington Adults Who Report Using Marijuana in the Past 30 Days, and Percent of Those Adults Who Report Driving After Marijuana Use in the Past 12 Months
 Washington Behavioral Risk Factor Surveillance System (BRFSS)
 *Not Collected in 2020, Current



Both impairment and not wearing a seat belt increased as a factor in fatal and serious crashes in 2020. However, the BRFSS indicates that more Washington adults reported not driving after drinking and always wearing a seat belt in 2020 than in 2019.

Percent of Washington Adults Who Do Not Drive After Having Too Much To Drink and
Always Wear a Seat Belt
Washington Behavioral Risk Factor Surveillance Survey (BRFSS)



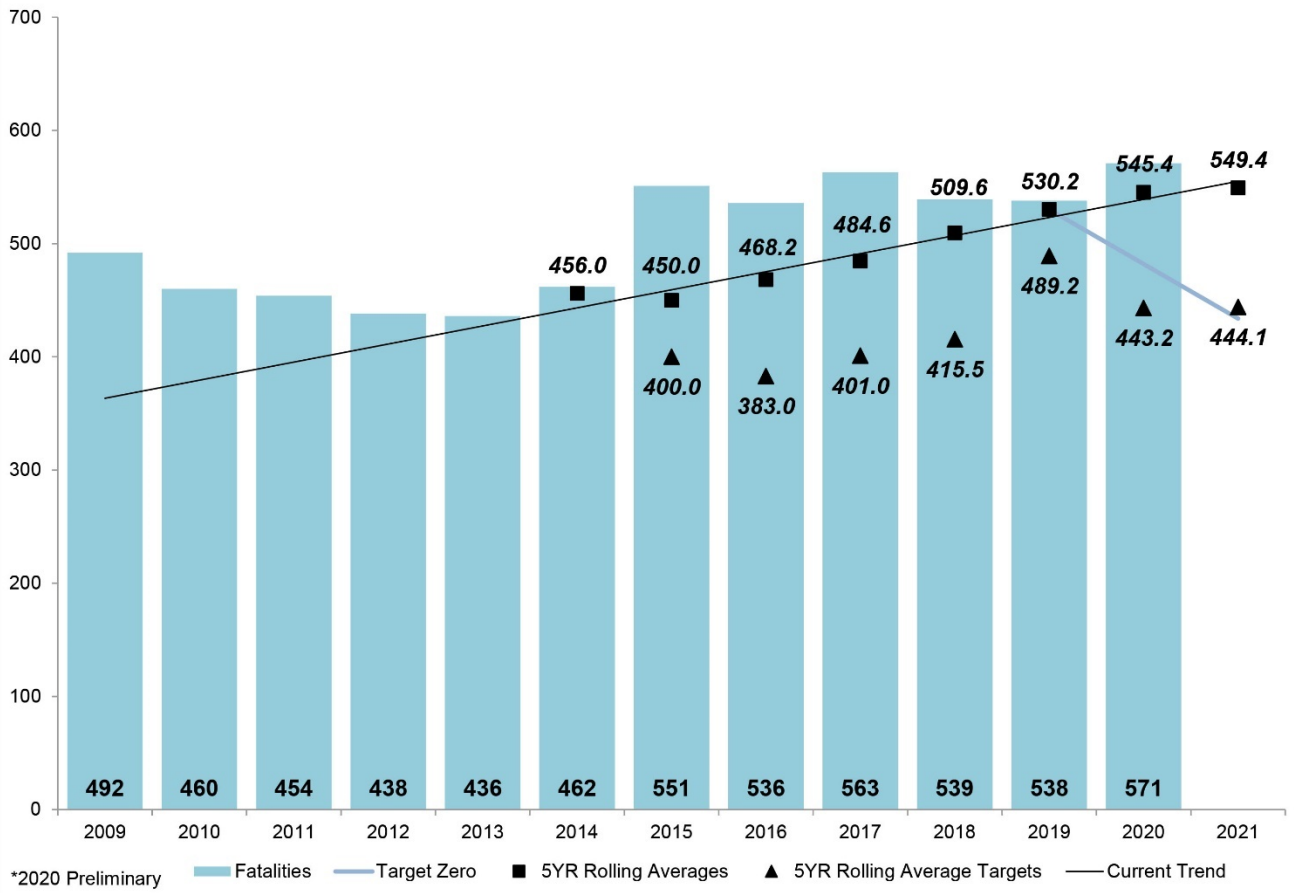
Assessment of Washington’s Progress in Achieving Performance Targets for C-1, C-2, and C-3

C-1: The 2021 target included in the FFY 2021 HSP for fatalities was 444.1 (2017-2021 rolling average value). This target was coordinated with WSDOT. The FFY 2021 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recently available data at that time the target was set (2015 – preliminary 2019). According to the revised trend line used to develop the 2022 target for FFY 2022, it appears that the FFY 2021 HSP target will not be met. To reach the 2017-2021 rolling average target of 444.1, the total number of fatalities in 2021 would have to be less than 24. This number has already been exceeded, therefore the FFY 2021 target was not met.

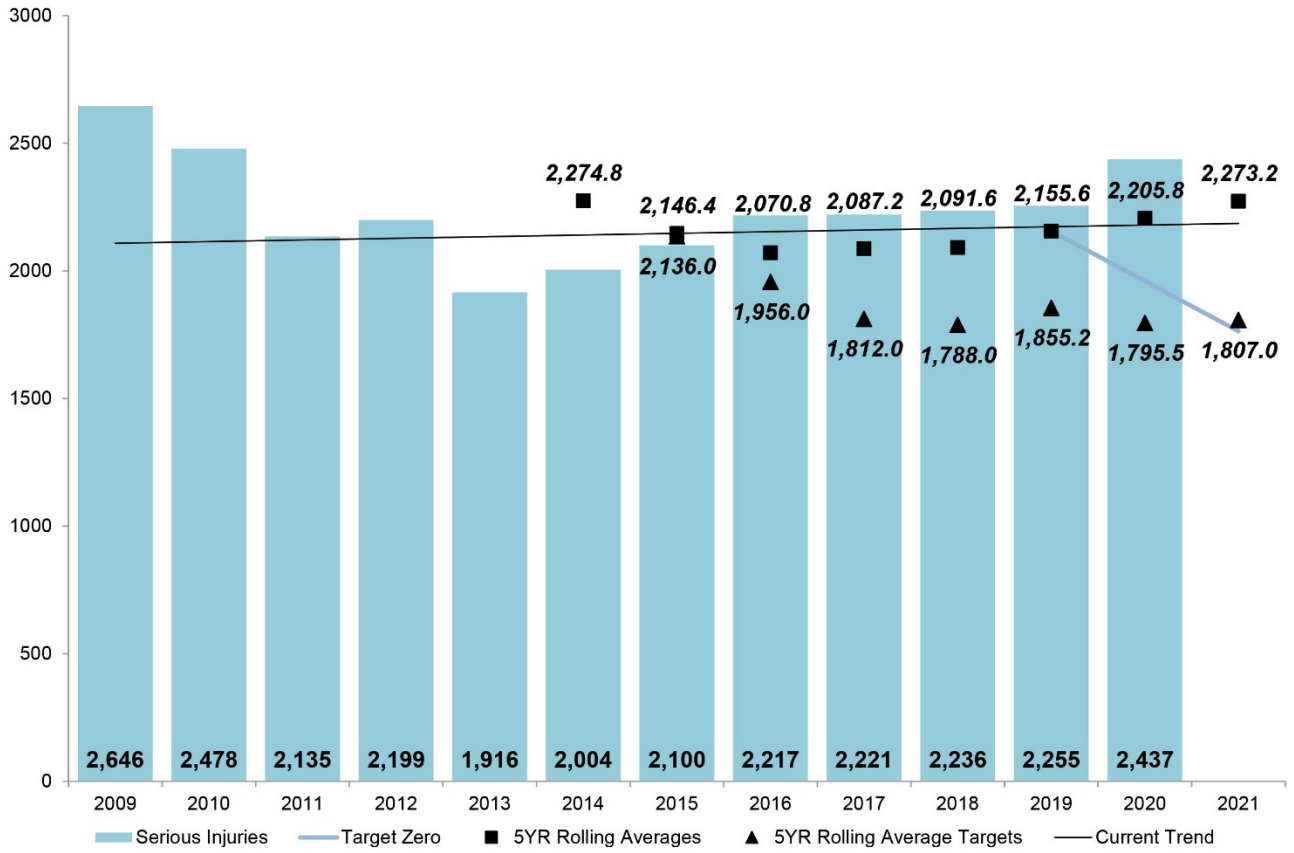
C-2: The 2021 target included in the FFY 2021 HSP for serious injuries was 1,807.0 (2017-2021 rolling average value). This target was coordinated with the WSDOT. The FFY 2021 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recently available data at the time the target was set (2015 – preliminary 2019). According to the revised trend line used to develop the target for FFY 2022, it appears that the FFY 2021 HSP target will not be met. To reach the 2016-2021 rolling average target of 1,807.0, the total number of serious injuries in 2021 would have to be 119, therefore the FFY 2021 target was not met.

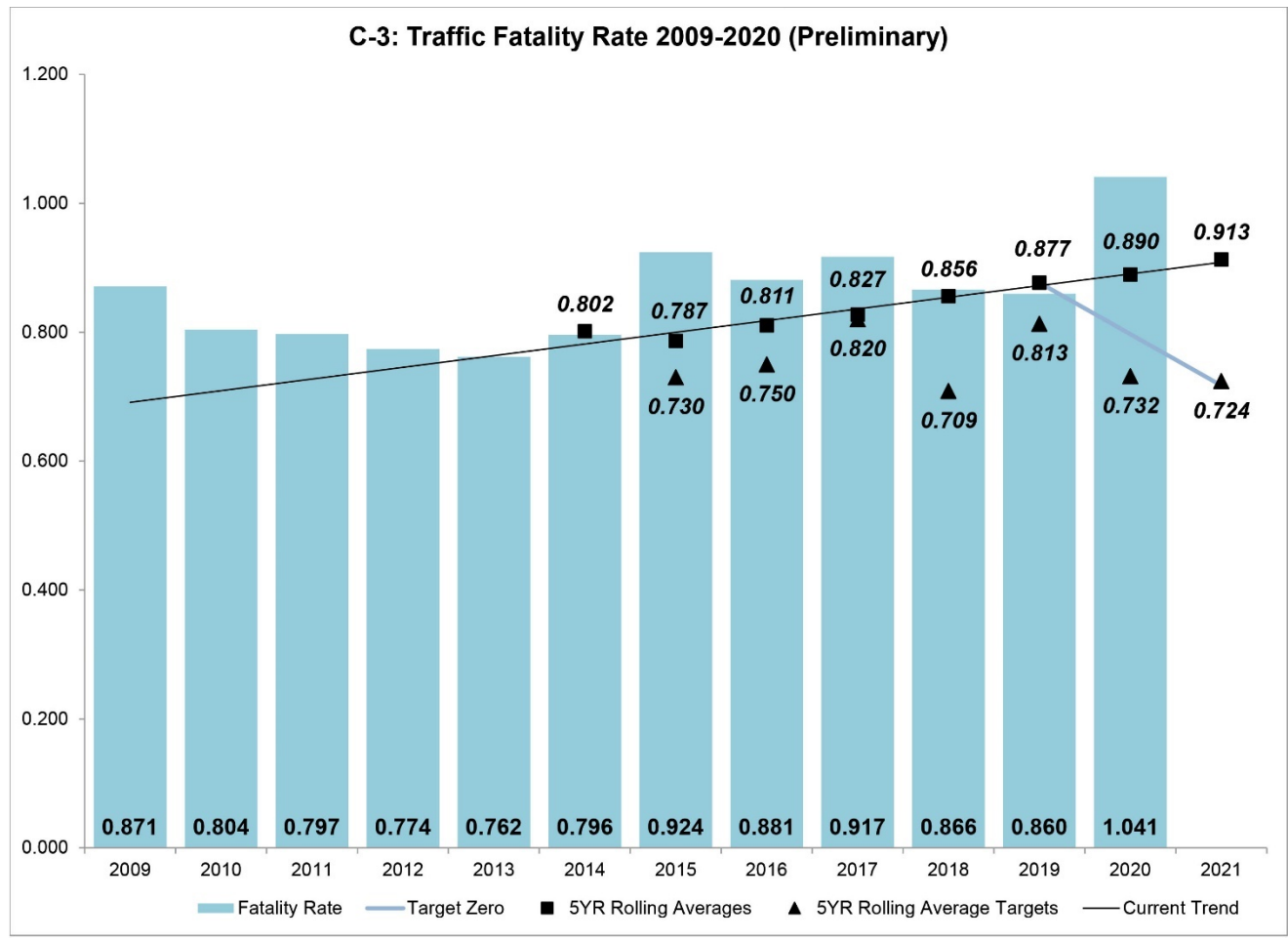
C-3: The 2021 target included in the FFY 2021 HSP for the fatality rate was 0.724 (2017-2021 rolling average value). The FFY 2021 target was coordinated with WSDOT. The FFY 2021 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recently available data at the time the target was set (2015 – preliminary 2019). According to the revised trend line used to develop the target for FFY 2022, it appears that the FFY 2021 HSP target will not be met. Due to sustained fatality numbers so far in 2021, we have determined that the FFY 2021 target was not met.

C-1: Traffic Fatalities 2009-2020*



C-2: Serious Traffic Injuries 2009-2020





Adjustments to Highway Safety Plan for not Meeting Targets

The WTSC changed the way we prioritize and invest in traffic safety countermeasures. We changed our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures and then selecting evidence-based and innovative projects that have the best potential for saving lives using Theory of Change and Logic Model tools. We continue to partner with the WSDOT and all our Commission agencies to prioritize traffic safety efforts as we continue working toward our Target Zero vision.

PROGRAM COORDINATION & DEVELOPMENT

Problem Statement

Program coordination and development encompasses a myriad of activities required to operate and improve Washington's highway safety program successfully. WTSC is required to provide staff and services related to the performance of the professional and technical functions outlined in Washington's HSP and Target Zero. This funding is essential to ensure that (1) traffic safety projects authorized for the year are appropriately planned, executed, monitored, and closed; and (2) investments in the project are made to enhance the future of traffic safety in Washington.

Focus Populations

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

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information.)

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Program Coordination

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
AL21-01, CP21-01, DD21-01, MC21-01, OP21-01, PS21-01, PT21-01, SE21-01, TR21-01	Program Coordination	Wade Alonzo	WTSC
<p>Description: This project was utilized by the WTSC to assign federal traffic safety funds in furtherance of the goals of the SHSP, Target Zero, specifically for the technical coordination of Washington's various Traffic Safety programs, including Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Young Drivers, Traffic Records, Non-Motorized Safety, and Community Traffic Safety.</p> <p>Results: The WTSC successfully developed, submitted, and implemented the highway safety plan for 2021. All projects were executed and managed using the policies and procedures of the WTSC consistent with the agency's interpretation of state and federal regulations. The agency's final report includes detailed results of individual projects.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
N/A	402	\$1,797,893	\$1,376,977

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PA21-01	Planning & Administration	Pam Pannkuk	WTSC
<p>Description: This project was a grant issued by the WTSC to assign federal traffic safety funds to advance goals of the Target Zero SHSP specifically for Planning and Administration. The project provided staff and applicable services for the performance of the professional and technical functions outlined in Washington's HSP, and in accordance with the SHSP, ensuring that all Traffic Safety projects were appropriately planned, executed, monitored, and closed.</p> <p>Results: This project funded the federal share of costs to support WTSC employees as planned. Technical coordination of Washington's various traffic safety programs included Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Speeding, Traffic Records, Non-Motorized Safety, and Community Traffic Safety. The technical coordination funding ensured all authorized traffic safety projects for the year were appropriately planned, executed, monitored, and closed. No delays, issues, or problems were identified in the management of this project. COVID-19 related delays were identified within the specific grant and program efforts.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
N/A	402	\$650,000	\$585,671

Planned Activity: Conduct Research

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR21-02	RADD	Staci Hoff	WTSC
<p>Description: This project supported Research and Data Division (RADD) in purchasing the necessary software licenses, data products, journal article purchases, and other items needed to conduct research.</p> <p>Results: The RADD purchased SAS software licenses for conducting analysis. The RADD purchased data files from DOH for supporting FARS operations. A question was added to the statewide BRFSS regarding driving after marijuana use.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Research and Data	402	\$135,000	\$133,486

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*CP21-01	Statewide Traffic Safety Survey Instrument Development	Staci Hoff	Western Transportation Institute at Montana State University
<p>Description: This project aimed to develop a comprehensive survey instrument to gather data spanning several traffic safety programs. This data will be used in the countermeasures theories of change and the program logic models. After the survey instrument is developed, Montana State University (MSU) will perform cognitive testing and provide recommendations regarding methods of data collection using the survey instrument.</p> <p>Results: The MSU team has been working with WTSC program managers to add to the inventory of potential survey questions from theories of change and logic models. This project has been extended into FFY 2022 to complete the survey instrument and cognitive testing and hire a contractor to consult on survey administration methods.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Research and Data	405b	\$200,000	\$91,477

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR21-04	DRE and Adjudication Outcomes Research	Staci Hoff	Washington State University Department of Criminal Justice & Criminology
<p>Description: This project is funded for researchers at Washington State University (WSU) to provide case study evidence regarding the relationship between drug recognition expert (DRE) involvement and the ultimate disposition of DUI cases.</p> <p>Results: The researchers conducted a mixed-methods case study of the DRE program and its relationship to DUI case adjudication outcomes in the city of Spokane. The team collected qualitative themes for analysis through interviews with key participants in DUI adjudication</p>			

(report number one). The team secured quantitative data from the Spokane Police Department and the Administrator of the Courts for analyzing DUI case adjudication outcomes with and without DRE testimony/evidence (report number two). The project was completed. The results of the multi-stage mixed-methods Spokane case study are available on the WTSC website and include two complete reports of findings and complementary executive summaries.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Research and Data	402	\$51,480	\$46,980

Planned Activity: Maintenance and Upgrades to WEMS

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-06	WEMS Maintenance, Upgrades, and Support	Pam Pannkuk	WTSC

Description: This project funded ongoing maintenance and system improvements to WTSC's digital grants management system, WEMS.

Results: The WEMS team continued to make various improvements to the system. One major project was the development of the digital activity log functionality. This allowed law enforcement officers to enter information about their patrol activities in WEMS when their patrols were complete. This data was then immediately available to LE supervisors, TZMs, and WTSC staff. TZMs quickly summarized patrol results and provided them to local task forces and for media inquiries. New training resources were also created and put on the WEMS site for users, particularly law enforcement officers and TZMs. The system also had multiple checks added to ensure compliance with requirements and help prevent fraud and over-billing, including:

- Checks to ensure that the number of contacts is three per hour unless there is a DUI arrest, or the log explains why there was so little activity.
- The activity logs go through an approval process, requiring a supervisor to certify officer activity, ensuring work is approved and done as reported.
- Each activity log can only be attached and paid on one invoice, eliminating the opportunity for double billings.
- Invoice amounts cannot exceed the hourly rate multiplied by the hours recorded on an activity log.
- Minimum of two (and up to four) external users are involved in the invoicing and approval process, plus at least two WTSC staff.

In addition to the development and implementation of the activity log functionality, WTSC also made many minor improvements to our processes and user experience, including but not limited to:

- Added a section to all grants to capture post-project evaluation including project summary and project results for the annual report, totals of key enforcement activity from activity logs, and considerations for future grants.
- Improved the grant fields to ensure documentation of problem ID, project goals, and project strategies, objectives, and measures on the grant agreement.
- Added fields to capture expected outcomes from each project based on the logic models.
- Updated the grant process flow and field availability for the revised process of internally

determined projects.

- Created an “Action Needed” table for grantee and TZM home screens to provide quick access to invoices, amendments, and grant acknowledgment forms that need action.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
WTSC Grant Management System (WEMS) – Maintenance and Upgrades	405d	\$150,000	\$74,296

Planned Activity: Traffic Safety Conference

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-11	Traffic Safety Conference	Wade Alonzo	WTSC
<p>Description: This project was intended to support WTSC's efforts at executing the 2021 Washington Traffic Safety Conference, postponed from 2020. The conference was also intended to pull together over 400 stakeholders from a myriad of partnering organizations from across the state to support strengthening the traffic safety network through education seminars and high levels of attendee interaction to build working relationships and technical expertise.</p> <p>Results: The conference was initially slated to be held in the summer of 2020 but was canceled due to the COVID-19 pandemic. WTSC staff decided that the risk due to the continued impacts of the pandemic were too high. It was unclear if a conference would be feasible in the summer of 2021. As a result, WTSC decided to cancel the conference and did not spend any of these funds. Instead, in order to venue cancelation fees, the WTSC used the venue and dates for joint trainings for the TZM, DRE, Law Enforcement Liaison and Child Passenger Safety Technician programs. These trainings were paid for within each program with existing training funds.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Program Support - Leadership	405d	\$150,000	\$0

COMMUNITY TRAFFIC SERVICES

Problem Statement

Communities—especially rural communities—have limited resources to address traffic safety concerns. Washington’s diversity calls for a customized approach to reaching Target Zero. This diversity creates a need for community-level approaches to traffic safety improvements that consider the following:

- Diversity in people – race, ethnicity, language, political beliefs, socioeconomic status, and neighborhoods
- Diversity in roads – rural, urban, roadway design, safety features, and options available for roadway improvements
- Diversity in resource availability – capacity to make traffic safety improvements varies greatly from community to community

These four factors drive local traffic safety priorities and efforts that may not match the priorities of Target Zero at the state level. This program provides resources that support traffic safety at a local level based on the needs of specific communities so that:

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

Focus Populations

- Local leaders, local agencies, local traffic safety activists, and local organizations who support or ignore traffic safety issues (or are not aware of them).
- Traffic safety professionals throughout the state:
 - Target Zero Task Force representatives
 - Local law enforcement leadership
 - WSP District Leadership
- Community coalitions that share similar goals that provide mutually supportive efforts

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information.)

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Local Program Implementation

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-03	Positive Community Norms - Increasing Capacity 3.0	Scott Waller	WTSC
<p>Description: The project was intended to fund training and technical assistance/coaching to WTSC staff, Target Zero Managers, and close partners to implement and practice Positive Community Norms messaging and the Science of the Positive.</p> <p>Results: This project involved ongoing technical assistance and coaching that was provided by staff of the Montana Institute to Target Zero Managers (TZMs). TZMs were also given monthly PCN projects to pursue that involved creating PCN consistent messaging and content around assigned topics. These projects were reviewed, and feedback was provided to the TZMs. This hands-on experience was very helpful in growing their skills. The Montana Institute (TMI) created an online learning portal for TZMs and their partners that was used to organize resources and instruction for asynchronous learning. TMI also executed three, web-based educational events, and one peer exchange learning community event. Dr. Jeff Linkenbach, TMI's Director, led PCN 101 and 102 trainings for new TZMs on May 17th and 18th, 2021. The PCN 101 training introduced the Science of the Positive and Positive Community Norms Frameworks to the group. The PCN 102 Training included two workshop sessions: Balancing Hope and Concern in Communications and Preparing for Message Development.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	405d	\$92,365	\$90,884

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-07	TZM Professional Development and Support	Hilary Torres	WTSC
<p>Description: This project funded support for TZMs to attend training, purchase outreach supplies, and award mini grants used by TZMs to implement local programs.</p> <p>Results: In 2021 the bulk of this grant was used to support TZMs that attended a two-and-a-half day training in Spokane in late June. The training focused primarily on training TZMs to create simple strategic plans and to create theories of change to design projects based on their plans. The training was provided by Jay Otto of MSU and was consistent with the training provided to WTSC Program Managers. The training also brought TZMs together with local LELs. The group received a presentation from Tim Burrows of GHSA on the importance of stakeholder communication. They also received WEMS training and a presentation on how the impaired driving HVE funds would be distributed in 2022 based on an application process.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	405d	\$147,000	\$27,080

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-03	TZM Professional Development and Support	Hilary Torres / Mandie Dell	WTSC
<p>Description: WTSC currently maintains a network of 17 regional traffic safety coordinators known as TZMs. Eight of these TZMs are federally funded, the rest are state funded. Each TZM leads a task force that is ideally composed of engineering, enforcement, education, emergency medical services representatives, other community agencies and organizations with interest in traffic safety. The TZMs and their task forces coordinate local traffic safety efforts and resources by tracking data, trends, and issues from a regional perspective. They develop and coordinate various traffic safety programs, services, and public outreach efforts throughout their communities by working with local partners through their task force.</p> <p>Results: Each TZM maintained or expanded a county or region-based traffic safety task force. These task forces met at least quarterly throughout the year to review traffic safety issues in their region that resulted in the development of strategic plans that linked enforcement with community outreach and project coordination for state and federal resources.</p> <p>TZMs completed community assessments and strategic plans for their regions. TZMs attended a two and a half day training in Spokane in late June 2021. The training focused primarily on training TZMs to create simple strategic plans and how to use theories of change to design projects based on their plans. The training was provided by Jay Otto of MSU and was consistent with the training provided to WTSC Program Managers.</p> <p>All TZMs supported traffic safety enforcement and outreach efforts for national HVE impaired driving mobilizations in December 2020 and August-September 2021, the national distracted driving campaign scheduled in April 2021, and the national CIOT HVE campaign in November 2020 (rescheduled from May 2020), and May 2021. See the individual WEMS files for each TZM for a complete description of their accomplishments.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$623,500	\$531,736

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-08	TZM Communications Lead	Erica Stineman	WTSC
<p>Description: This project provided funding for the TZM Communications Lead contractor to provide strategic communications support, direction, and training to the TZM program.</p> <p>Results: The TZM Communications Lead provided monthly Positive Culture Norms messaging for all TZMs using a calendar and template. Throughout the year, materials were developed in partnership with the TZM Communications lead, including a World Day of Remembrance video in Region 11, four Workplace Driving videos on impairment, distraction, speed, and drowsy driving, and a "Slow Down, Move Over" PSA in Region 15. Other work included creating a library of proactive traffic safety videos for online newspapers to use to support their reporting of traffic safety, crashes, and related articles.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$100,000	\$99,906

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT21-08	Grant County Traffic Safety Team	Erika Mascorro	Grant County Sheriff's Office
<p>Description: The Traffic Safety Team (TST) Pilot project which began in 2018, provided funds for the activities of three deputies to be solely devoted to traffic safety. FFY 2021 was the third and final funded year of the pilot. The TST was tasked with conducting enforcement, education, and community outreach around risky driving behaviors to reduce the number of fatal and serious injury crashes in Grant County.</p> <p>Results: The Grant County TST submitted monthly reports summarizing their enforcement activities which are summarized here for the year. Some deliverables were left incomplete, including the execution of the communication/outreach plan. There was also minimal focus on enforcement of distracted driving and seat belts laws.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$170,000	\$121,330

Planned Activity: Law Enforcement Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT21-03	Statewide and Local Law Enforcement Liaison Program	Edica Esqueda	WTSC
<p>Description: The local Law Enforcement Liaison (LEL) and statewide LEL projects aimed to encourage law enforcement officers and leaders to support the WTSC's SHSP, Target Zero. Local LELs assisted TZMs with region activities and served as links with the WTSC and the local law enforcement community. The statewide LEL program coordinated information, training, and other WTSC-assigned projects with local LELs. The statewide LEL lent expertise to the WTSC and partners on enforcement trends, technical assistance to statewide law enforcement database enhancements, and many other projects.</p> <p>Results: In 2021 this grant supported up to 22 LELs assisting 17 TZMs across Washington. Due to COVID-19 limiting enforcement activities, the local LEL program functions changed quite a bit. While the local LELs were unable to engage in traditional work, they still did a lot to support TZMs and the WTSC.</p> <p>Local LELs worked with the Statewide LEL, Bob Thompson, informing him of opportunities and challenges law enforcement experienced as COVID-19 restrictions eased. This was valuable information we were able to use to plan for future programming and activities. Local LELs maintained communications with region TZMs, promoted traffic safety to the law enforcement agencies within their regions, attended virtual task force meetings, and assisted in filling TZM vacancies. Bob Thompson continued to be a valuable advisor to WTSC on projects while maintaining partnerships with local, state, regional, and national partners. He worked diligently to assist with the development of the WASPC Traffic Safety Subcommittee and assisted with implementing the new High Visibility Enforcement Change Project.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$162,000	\$89,805

<u>Fed Project #</u> PT21-02 164AL21-03	<u>Project Title</u> WASPC Speed and Impairment Enforcement Program	<u>Program Manager</u> Debi Besser	<u>Sub-Recipient</u> Washington Association of Sheriffs and Police Chiefs
<p>Description: The traffic grant program provided funding to local law enforcement to purchase items needed to enforce impaired driving and speeding laws to support WTSC's HVE campaigns. The items were limited to radars, field sobriety tests (FSTs), and SECTOR scanners and printers. The WASPC Traffic Safety committee reviewed approximately 70 applications from local agencies. \$251,155.93 was awarded in the first round of grants, and another \$36,958.00 was awarded in the second round. \$261,038.67 was disbursed to local agencies. The difference between awarded and disbursed includes agencies that could not purchase their awarded items within the grant period due to supply chain issues, staffing shortages, or other issues.</p> <p>Results: Law enforcement agencies who received awards provided baseline enforcement data for their speed and DUI citations before purchasing the items, and the same data after the items had been purchased and were in use. Due to the reporting timeframe, agencies awarded items in the second round did not have sufficient time to report citation data after they began using the items. For the agencies that did have sufficient time to report, total citations increased five percent, speed citations increased 10 percent, and DUI citations increased 57 percent year-over-year.</p>			
<u>Countermeasure</u> Community Traffic Services	<u>Fund Source</u> 402 164 Alcohol	<u>Amount Approved</u> \$200,000 \$100,000	<u>Amount Expended</u> \$248,053 \$29,338

COMMUNICATIONS

Problem Statement

In the past five years (2016 to 2020), 2,747 people died on Washington roads.

- Fifty-Eight percent of the deaths occurred in just six counties: King (541), Pierce (326), Snohomish (215), Yakima (175), Spokane (183), and Clark (148).
- Fifty-three percent of the people killed were not drivers, 19 percent were pedestrians, 16 percent were vehicle passengers, and 16 percent were motorcyclists.
- Of the 1,428 vehicle occupants with known restraint use, over 60 percent were wearing seat belts or secured in child restraints at the time of the crash.
- Seventy percent of those who died were men.
- People between ages 21-25 were the most frequent age group killed.

Focus Populations

Vulnerable Road Users

Some road users are more susceptible to involvement in fatal or serious injury crashes. This includes young or inexperienced drivers, older drivers (70+ years old), motorcyclists, and people who walk or bike.

Risky Drivers

Drivers are most at risk of driving impaired, distracted, or failing to wear their seat belts.

Safe Road Users

Most road users exhibit safe behaviors and can influence the behaviors of the smaller group engaging in risky behaviors.

Traffic Safety Partners and Stakeholders

Partners are people and organizations who share our vision and will work directly with us to improve traffic safety. Stakeholders are all road users and the people and organizations they encounter, such as their families, friends, classmates, teachers, employers, and community members.

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information.)

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Conduct Positive Traffic Safety Culture Projects

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-04	Proactive Traffic Safety Culture Change	Wade Alonzo	WTSC
<p>Description: This project funded training provided by MSU to WTSC staff on aligning program planning around the positive culture framework. Program Managers received training on creating theories of change, logic models, and the use of strategy maps.</p> <p>Results: Program Managers received training from MSU staff Jay Otto and Katie Dively on creating theories of change to identify how a countermeasure strategy is intended to influence the behavior of a focus population. The training focused heavily on developing skills around evaluative thinking. Program Managers created theories of change for all countermeasures that they recommended for funding in their program plans. Program Managers also received training on creating logic models which take a theory of change and apply it very specifically to an individual project. The training was customized to WTSC's processes for developing grant agreements. As a result of the training, almost all 2022 agreements were created after a logic model was developed to guide goals, strategies, objectives, process measures, and outcome measures. Starting in December 2020, Jay and Katie met individually with Program Managers to provide individual technical assistance as they developed their theories of change and logic models. Jay and Katie met with WTSC's Program Director weekly throughout the year to discuss progress on the project and course corrections as needed.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$166,787	\$71,415

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-05	Local Support for TZM PCN Projects	Erica Stineman	WTSC
<p>Description: This project provided funding to support TZM Positive Culture Norms projects that were facilitated with the help of the TZM Communications Lead.</p> <p>Results: Twelve monthly Positive Culture Norms projects were provided to TZMs from the TZM Communications Lead over the year. TZMs were provided with video equipment and training on using their equipment to support their Positive Culture Norms efforts via social media. TZMs worked with the TZM Communications Lead to develop more than a dozen videos with Positive Culture Norms messaging and outreach.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$10,000	\$8,132

<u>Fed Project #</u> FDL*CP21-09	<u>Project Title</u> Traffic Safety Culture Media Campaign	<u>Program Manager</u> Erica Stineman	<u>Sub-Recipient</u> WTSC
<p>Description: This project provided funds for creative asset development, web page design, and media campaigns aligned with proactive traffic safety for the "Together We Get There" (TWGT) initiative.</p> <p>Results: The TWGT initiative officially launched on February 15, 2021. The launch included the debut of a new PSA that celebrates "all the little things" that people do every day to keep roads in Washington safe. A new website for the initiative also launched in both English and Spanish, social media ads were placed, a news release went out to announce the initiative, and an op-ed was sent to news outlets to discuss the new approach to traffic safety messaging that WTSC has adopted, built from the Positive Culture Framework. A paid media campaign ran from February 15-March 7, 2021, including TV, radio, digital, and social media ads. The ads had nearly 80 million impressions with 3,608 purchased spots and 3,689 bonus spots. The new TWGT PSAs were also used during the Summer DUI campaign to help spread brand awareness and push the launch of the impaired driving page on the TWGT website that debuted in August.</p>			
<u>Countermeasure</u> Growing Positive Traffic Safety Culture	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$510,000	<u>Amount Expended</u> \$453,897

Planned Activity: Traffic Safety Program Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-02	Website Maintenance and Support	Erica Stineman	WTSC
<p>Description: This project funded domain registration, hosting, updates, maintenance, and support for all WTSC-owned websites. This includes https://wtsc.wa.gov, https://togetherwegetthere.com, https://juntosllegamos.com, https://wadrivetozero.com, https://wtscpartners.com, and https://targetzero.com.</p> <p>Results: Most of the funding in FFY 2021 was used to develop and update the new https://togetherwegetthere.com and https://juntosllegamos.com websites. This included purchasing domains, having our website contractor add content and pages to the sites, and publishing them. Additionally, our https://wtscpartners.com site was moved from Squarespace to WordPress for platform consistency across all WTSC websites. All websites had content updates and maintenance done for security updates and ease of usability.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social & News Media	405d	\$50,000	\$42,919

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-01 164AL21-01	News Media, Creative	Erica Stineman	WTSC
<p>Description: This project was funded to pay for various subscription-based tools to support overarching communications initiatives and other WTSC program areas, print jobs, and purchasing stock images for numerous communications items such as web pages, in-house graphic design work, and informational documents. This project also funded the development of new creative assets (TV, radio, web, etc.) during paid media and educational campaigns.</p> <p>Results: In addition to subscription services and materials, this project funded news media outreach and publicity during statewide DUI, distracted, seat belt, and motorcycle HVE campaigns. New PSAs were developed in FFY 2021 for distracted driving and walkers and rollers. These PSAs were developed with the new TWGT branding. Due to time constraints, funding planned for an impaired driving PSA was carried forward to be developed in FFY 2022.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social & News Media	405d 164 Alcohol	\$400,000 \$100,000	\$248,287 \$56,623

TRIBAL TRAFFIC SAFETY

Problem Statement

From 2015 to 2019, 143 AIANs died in traffic crashes in Washington State, including both reservation and non-reservation roadways, according to a WTSC Research Brief, *American Indian Alaska Native Traffic Deaths, April 2021*. Using data from 2010 to 2019, which represents 246 AIAN traffic deaths, the AIAN traffic fatality rate is 29.8 deaths per 100,000 people in the population. This rate is more than four times higher than the rate for other races. The AIAN fatality and serious injury rates increased across most priority areas.

According to the recent WTSC research brief, the traffic picture for AIAN populations has worsened.

- Although there was a reduction in traffic-related fatalities from 2018 to 2019, there were still 143 traffic-related fatalities for AIAN populations in the 2015-2019 period, 35 more than in the previous five-year period (108 fatalities in the 2010-2014 period), a 32 percent increase.
- From 2015 to 2017, there were 183 serious injuries on reservation roads, representing an increase of 6.4 percent over the previous three-year period. Since race/ethnicity information is gathered from death certificates, it is unknown how many of the serious injuries were AIANs.
- According to the most recent edition of Target Zero, from 2015 to 2017 the number of AIAN walkers and rollers killed on reservation lands increased 360 percent, and serious injuries increased 86 percent. The active transportation death rate for AIAN is 4.6 times higher than other races.
- Several seat belt surveys conducted on reservations show that AIANs in Washington tend to use seat belts 10-30 percent less than the statewide average for seatbelt use. Meanwhile, the AIAN unrestrained passenger vehicle occupant death rate is more than eight times higher than for other races.
- Several studies indicate that speeding is a behavioral norm for AIAN and non-AIAN drivers on reservation lands, even though most reservations do not have many posted speed limits higher than 35 mph.

AIAN populations in Washington have significantly higher incidence rates for several traffic safety indicators, and each of those rates is substantially higher than for any other race category.

- From 2015 to 2019, 50 percent of AIAN traffic-related fatalities occurred on county roads or reservation lands, compared with 25 percent for all other races.
- Almost half of AIAN traffic-related fatalities were people ages 26-45, versus 30 percent for all other races.
- Three-quarters of AIAN traffic-related fatalities involved impairment with alcohol and/or other drugs, compared with 55 percent for all other races.

More than 33 percent of AIAN traffic-related fatalities involved individuals who were unrestrained vehicle occupants, compared with less than 20 percent for all other races.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Develop & Enhance Tribal Traffic Safety Leadership

<u>Fed Project #</u> CP21-06	<u>Project Title</u> Colville Traffic Safety Coordinator	<u>Program Manager</u> Erika Mascorro	<u>Sub-Recipient</u> Confederated Tribes of the Colville Reservation
<p>Description: The primary purpose of this project was to collect and analyze traffic safety related data, organize and coordinate Tribal Traffic Safety Committee meetings, increase community awareness about traffic safety-related data, priorities, and public safety concerns, and develop support for the use of the statewide law enforcement data system by Colville tribal law enforcement.</p> <p>Results: The Colville Tribe's tribal traffic safety coordinator, Nicole Ahlem, accomplished much in 2021. This year, the tribe's biggest success was receiving approval from the Tribal Business Council to implement SECTOR for the tribal police bringing them into the electronic era of citations and collision reports. The Colville Traffic Safety Coordinator attended public outreach events like the Halloween Trunk or Treat, Colorama weekend in Grand Coulee, and Alcohol Awareness days at Omak High School and was awarded Safe Routes to School Grant funds working in collaboration with the City of Omak and East Omak Elementary school. Nicole began the development of a Transportation Safety Plan for the Colville Reservation. She worked with the tribal police department to organize additional patrols for Click It or Ticket in November and the Holiday DUI patrols in December.</p>			
<u>Countermeasure</u> Provide Technical Assistance - Leadership	<u>Fund Source</u> 402	<u>Amount Approved</u> \$74,967	<u>Amount Expended</u> \$50,378

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-07	Yakama Nation Tribal Traffic Safety Coordinator	Erika Mascorro	Yakama Nation

Description: The primary purpose of this project was to collect and analyze traffic safety related data, organize and coordinate Tribal Traffic Safety Committee meetings, increase community awareness about traffic safety-related data, priorities, and public safety concerns, and develop support for the use of statewide law enforcement data system by tribal law enforcement.

Results: The Yakama Nation Tribal Traffic Safety Coordinator, in partnership with WSDOT, WTSC, National Parks Service, Northwest Portland Area Indian Health Board (NPAIHB), UW, WSU, Yakima Valley Conference of Governments (YVCOG), city of Toppenish, and other jurisdictions, worked on the following projects: (1) Completed assessments of 100 percent of bus stops, (2) completed 360 degree video assessments of top ten deadliest intersections, (3) completed a concept plan for Heritage Connectivity Trails that was approved by the Tribal Council, (4) groundbreaking took place at the Roundabout at US 97 and McDonald road intersection, and (5) worked with city of Toppenish on Jackson Street Extension project.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Provide Technical Assistance - Leadership	402	\$93,841	\$10,011

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-08	Tribal Traffic Safety Coordination – Lummi Nation	Erika Mascorro	Lummi Nation

Description: The purpose of the Tribal Traffic Safety Coordination project was to a professional in a tribal setting to help gather and analyze data, develop data systems, form a tribal traffic safety committee, support enforcement of laws and ordinances, and implement traffic safety education and outreach.

Results: WTSC staff worked closely with the Lummi Tribe on this project. They ultimately declined the grant because their agency, by policy, does not accept reimbursement grants.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Provide Technical Assistance - Leadership	402	\$70,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT21-07	Tribal Law Enforcement Training and Support	Erika Mascorro	WTSC
<p>Description: This project was intended to fund the purchase of traffic safety supplies and training for tribal law enforcement agencies. Applicants were required to submit a grant application and a commitment to report on how the training or equipment was used.</p> <p>Results: This grant funded two requests in 2021; however, NHTSA, during its 2021 MR, identified this project as containing ineligible expenses for the purchase of equipment and supplies in 2021 as well FFY 2019 and 2020. WTSC repaid \$69,655.65 to NHTSA. The finding was driven by NHTSA assessment that there was a lack of documentation to make a clear connection to traffic safety programs. In many cases, participating tribes did not submit reports outlining how they had utilized the equipment or supplies they had purchased to support their traffic safety enforcement programs, as outlined in their grant applications. As a result, WTSC lacked documentation proving the equipment was used for traffic safety program. This grant will not be pursued in the future, and WTSC will consider this finding as it develops new ways to support tribal traffic safety in the future.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Provide Technical Assistance - Leadership	402	\$60,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP21-02	Tribal Traffic Safety Strategic Planning and Education	Erika Mascorro	WTSC
<p>Description: This project was intended to support tribal leadership, tribal police departments, and other agencies about ways to improve traffic safety in tribal reservation environments. It was also intended to fund traffic safety related education through training opportunities.</p> <p>Results: This project was canceled because tribes of Washington were still dealing with the severe effects of the COVID-19 pandemic. It became apparent that a meeting of tribal members would be impractical and poorly attended.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Provide Technical Assistance - Leadership	405d 24/7	\$38,000	\$0

OCCUPANT PROTECTION

Problem Statement

Unrestrained Occupants: The statewide seat belt use rate has remained approximately 93 percent in the previous few years. However, nearly one in five fatally injured persons were not using or not properly using a seat belt.

The key issues are:

Some Populations are less likely to use seat belts

Based on seat belt citations, FARS data, and other research, we know that some populations are less likely to use seat belts. Evidence demonstrates that males, American Indian and Alaska Native (AIAN) males, males aged 55 and older, and younger drivers aged 16-25 are at higher risk of not wearing seat belts while driving. For example, for AIANs in Washington, the lack of seat belt use results in a restraint-related fatality rate that is much greater than other populations. Of the AIANs who died in traffic crashes, more than one-third were unrestrained at the time of the crash.

Unrestrained Occupants tend to correlate with other high-risk behaviors

Individuals who do not use their seat belts closely correlate with other high-risk driving behaviors like speeding, distracted or aggressive driving, and impaired driving. For example, the correlation between being impaired by alcohol or drugs and lack of seat belt use is extremely high. Approximately three-fourths of unrestrained deaths involved impairment, and over half of unrestrained serious injuries involved impairment.

Younger Drivers are more likely to be unrestrained

Approximately one-third of drivers ages 16-25 involved in fatal crashes were unrestrained at the time of the crash, the lowest belted rate among all ages of drivers involved in fatal crashes.

Child Passenger Safety

Motor vehicle crashes remain one of the leading causes of death for children aged four years and older. Child restraint systems can be very complicated and are often installed incorrectly. Every parent knows how complicated these systems can be: rear facing, forward facing, booster seats, harnesses, different cars have different anchor points, seats are different, and more.

Washington's original passenger restraint law has been reinforced by a relatively new law (effective January 1, 2020), which can be confusing. Washington's primary seat belt law RCW 46.61.688, in relation to child passengers, "...all passengers under the age of 16 years either wear a seat belt or use an approved child restraint device."

The new law, RCW 46.61.687, effective as of January 1, 2020, states "Children up to age 13 must ride in the back seat, and those older than four must ride in a booster seat until they are 4'9". This issue is illustrated by the most common mistakes observed in Washington:

- No restraint was used.
- Children 12 and under are illegally seated in the front seat.
- Premature graduation from the booster seat to a seat belt.

- Child restraint was not installed in the vehicle properly.
- A harness was not correctly fitted.

Focus Populations

Child Passenger Safety Technician Network: This group needs to know the laws regarding child passenger safety, but also needs to know where they can get appropriate resources, training, and direction so they can provide the necessary education to Washington families.

Counties with high percentages of unrestrained fatal and serious injury crashes: Several counties in the state have unrestrained fatal and/or serious injury rates above 20 percent of all their fatalities. These counties will be prioritized when identifying potential project sites for the Positive Community Norms pilot projects.

Safe Road Users: Most road users do not engage in risky driving behaviors. These safe road users could influence the behaviors of the smaller group of drivers engaging in risky behaviors, such as not wearing their seat belts.

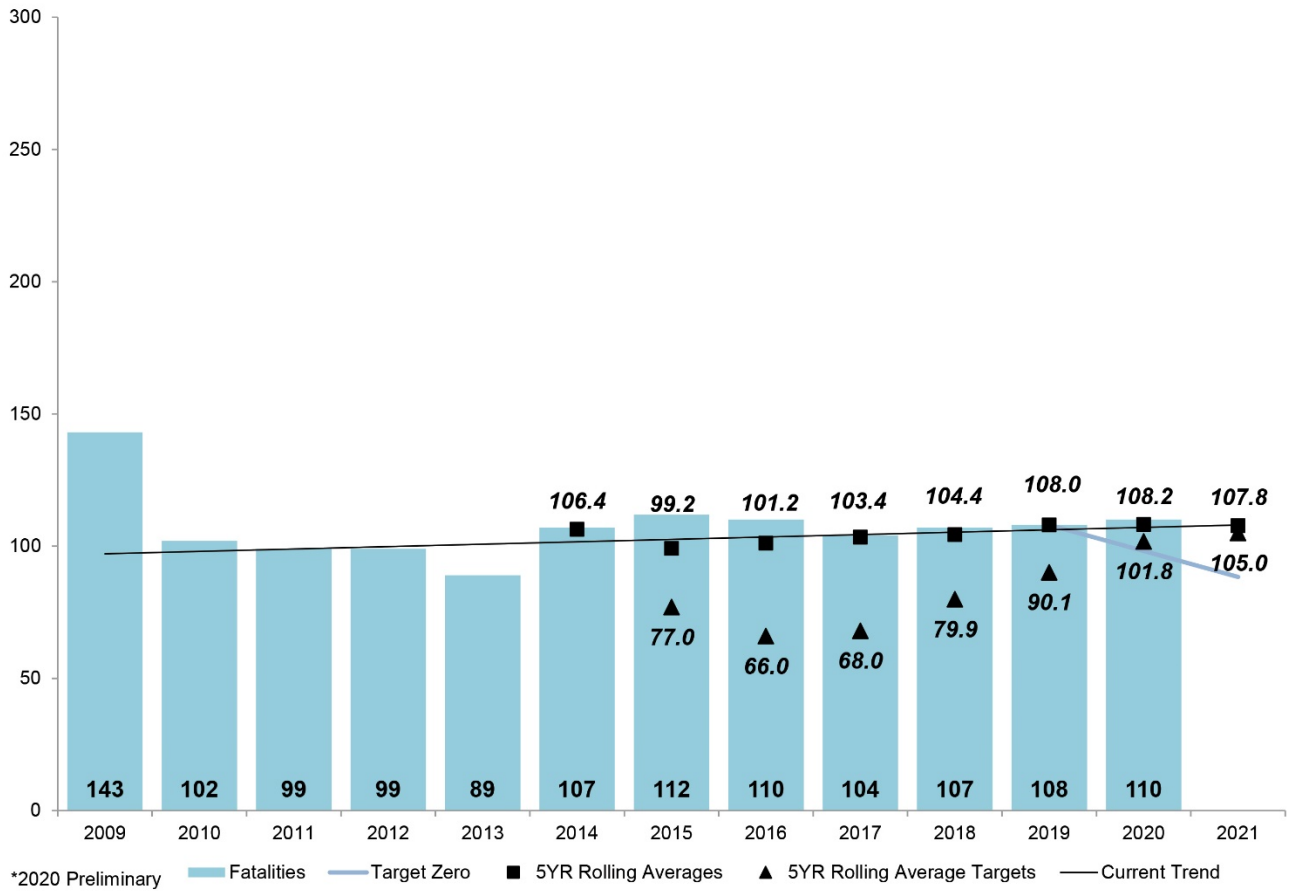
Associated Performance Measures: C-4, B-1

Assessment of State's Progress in Achieving Performance Targets

C-4: The 2021 target included in the FFY 2021 HSP for unrestrained passenger vehicle occupant fatalities was 105.0 (2017-2021 rolling average value). This target was set by taking the average of the most recent three years of known data and imputing that number for the two unknown years to calculate the five-year rolling average value based on the data available when the target was set. According to the revised trend line used to develop the target for FFY 2022, the FFY 2021 HSP target will remain in progress. To reach the 2017-2021 rolling average target of 105.0, the total number of unrestrained passenger vehicle occupant fatalities in 2021 would have to be less than 95. While 2021 seems to be tracking the 2020 trend, it is still possible that this target will be met therefore, the target remains "in progress" until the full year 2021 data becomes available.

B-1: The seat belt use target is set at >95 percent. Seat belt observation surveys are conducted in June of each year, so at the time of this report, the 2021 estimate is not available. The target remains "in progress" until the 2021 survey data becomes available.

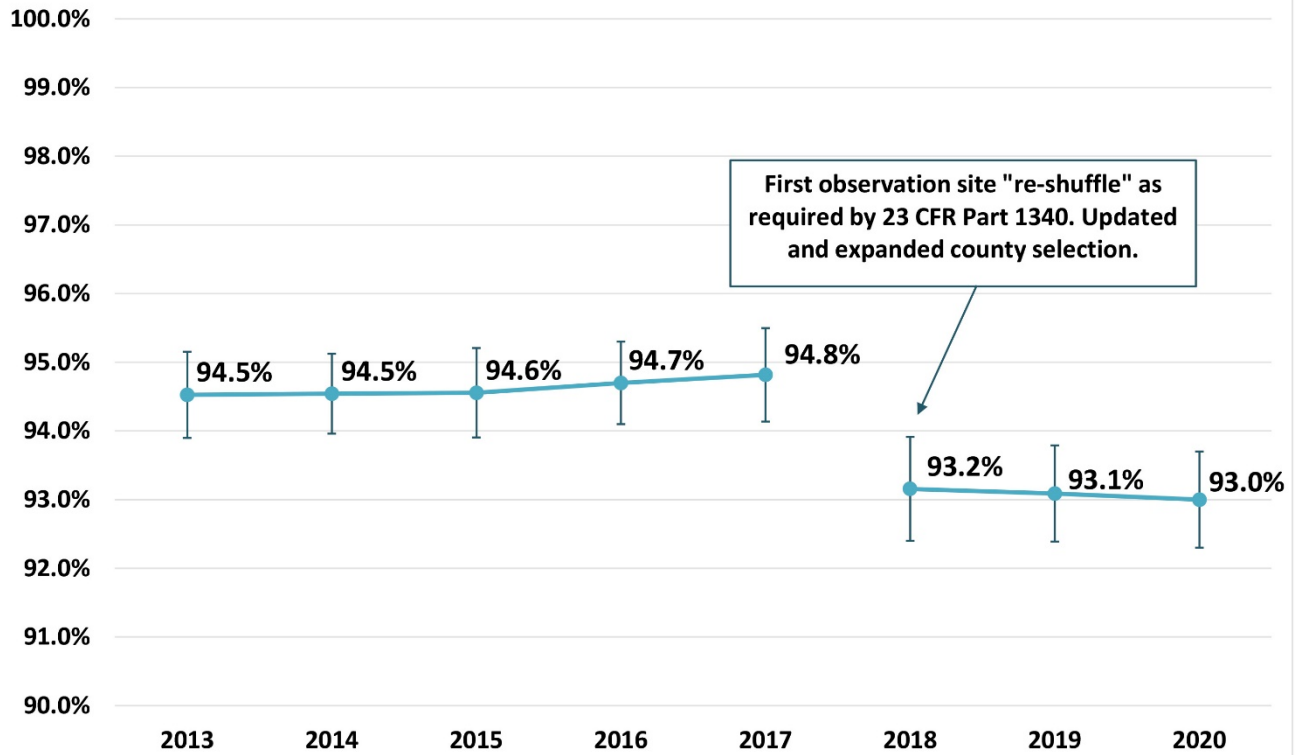
C-4: Unrestrained Passenger Vehicle Occupant Fatalities 2009-2020*



Seat Belt Use Rates in Washington State 2013-2020

Percent of Front Seat Motor Vehicle Occupants Using Seat Belts

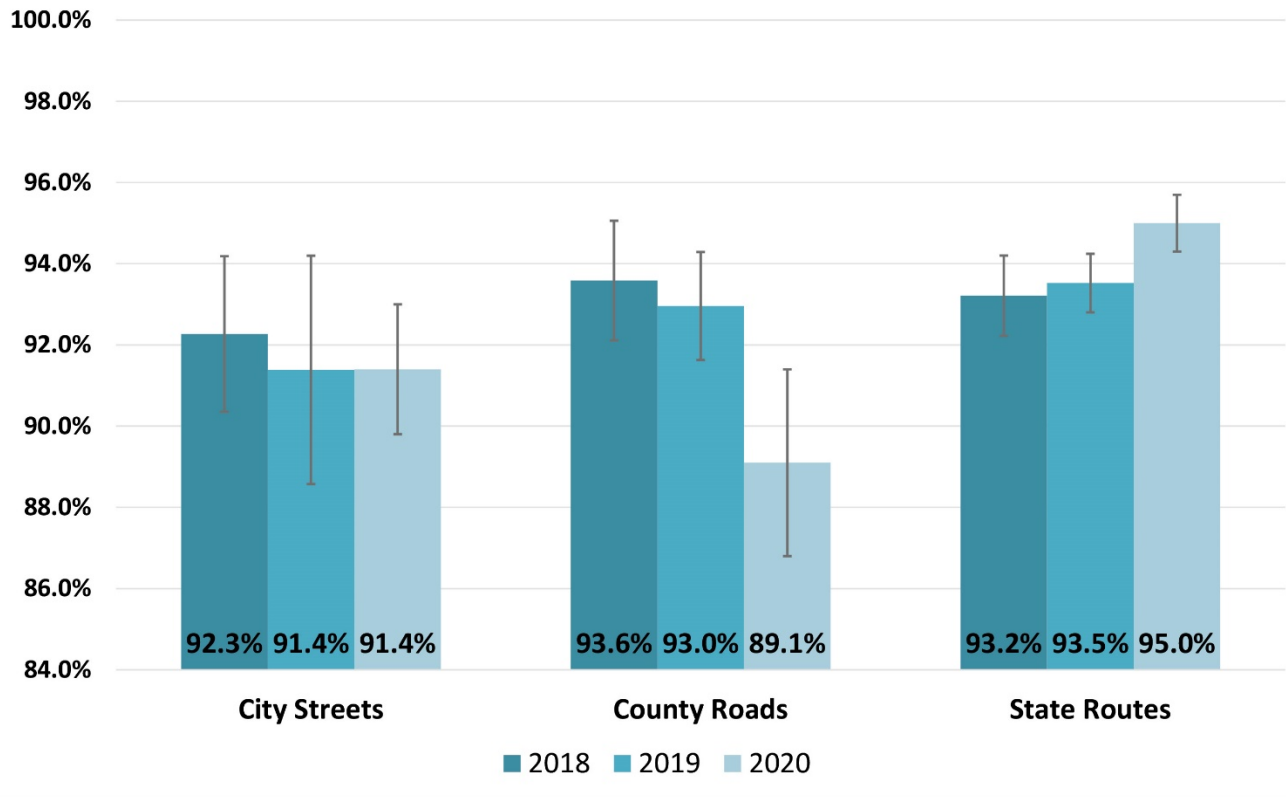
Source: Washington Seat Belt Observation Survey Weighted Rate



Seat Belt Use Rates in Washington by Road Type, 2018-2020

Percent of Front Seat Motor Vehicle Occupants Using Seat Belts

Source: Washington Seat Belt Observation Survey Weighted Rate



Adjustments to Highway Safety Plan for not Meeting Target

Washington is adjusting our approach to increasing seat belt use. Beginning in FFY 2022, we are adding a new project that uses Positive Community Norms (PCN). This multi-year project will identify high-risk areas in Washington and use local community coalitions to implement seat belt interventions using the PCN approach. We expect this added strategy will increase seat belt use in targeted communities by addressing the community's beliefs, perceptions, attitudes, and behaviors involving seat belt use. This added strategy supplements the Click it or Ticket enforcement activity and the community support work of the Child Passenger Safety program.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Statewide CPS Services Delivery

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
OP21-02 M1CPS21-01	Child Passenger Safety	Peter Corier	Bonney Lake Police Department
<p>Description: This grant supported the state's Child Passenger Safety (CPS) Program, which includes a Project Manager (Cesi Velez), promoting statewide media and education, managing a grant process for the child passenger safety teams, providing support courses to acquire national certification, a network of currently certified car seat technicians for recertification, and current and future car seat inspection services.</p> <p>Results: The recruitment and retention of technicians have remained a continuous challenge. Even though the network of technicians has decreased during the pandemic, the project manager could host several training courses and begin retraining existing technicians. The network supported all the local education resources as well as the car seat checks services. The mini-grant program was critical in supporting local activities. Providing reimbursement for emergency service personnel for the Child Passenger Safety Technician (CPST) training increased their attendance. A Safe Travel for All Children training was provided in Spokane in June 2021. It increased the number of technicians with this specialized training and added an instructor to Washington State. Following is a summary of accomplishments:</p> <ul style="list-style-type: none"> • 11 CPST courses held - 9 funded by the WA CPS Program mini-grants • 78 newly trained technicians added to the network • 105 car seat check services listed on website: 17 offering virtual services • 2,535 seats were checked • 2,325 seats were provided to families in need 			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Child Seat Passenger Safety	402 405b	\$180,730 \$112,400	\$160,248 \$86,447

Planned Activity: Conduct Occupant Protection HVE Education and Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM21-04	Paid Media – Seat Belts	Erica Stineman	WTSC
<p>Description: This project funded CIOT HVE campaigns designed to reduce unrestrained traffic deaths and serious injuries. The goal of the paid media campaign is to reach our primary focus audiences with key messaging about the extra enforcement and the importance of buckling up.</p> <p>Results: Due to COVID-19, the May 2020 CIOT campaign was postponed to November 2020. The campaign ran from November 16-29, 2020. It included radio, social media, digital, and gas pump ads. The ads garnered over 18.5 million impressions statewide on 1,162 paid spots and 1,162 unpaid bonus spots. The regularly scheduled FFY 2021 CIOT campaign also ran May 17-31, 2021. Radio, social media, digital, gas pump, and ice box ads were placed for the campaign. There were 11.9 million impressions from 1,129 paid spots and 1,129 bonus spots.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
High Visibility Enforcement Occupant Protection	402	\$312,000	\$286,031

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*PT21-01	Focused Allied Agency Seat Belts	Jerry Noviello	WTSC
<p>Description: This project aimed to follow a data-driven approach to prioritize funding for seat belt focused programming. In early FFY 2021, WTSC solicited applications from prospective grantees throughout the state that brought innovation and creativity to increase seat belt usage in their community. Three projects were selected for funding in FFY2021. Two projects utilized a combination of enforcement and public education. These projects were conducted in Okanogan County and Benton/Franklin Counties, and their descriptions are listed in the project summaries below. Both projects included participation in the two CIOT campaigns in FFY 2021 mandatory for all grantees.</p> <p>The other subgrant of this project was to begin the work of a community driven project that utilizes the Science of the Positive and Positive Community Norms frameworks. In FFY2021, this project focused largely on environmental scanning and planning phase of the project. It is intended to continue into FFY 2022 and beyond.</p> <p>Results: Washington has one of the highest seat belt usage rates in the nation. Because of this, it can be very challenging to spot restraint violations. Despite the high usage rate, enforcement officers still made almost 100 seat belt violations over 263 hours of enforcement. The project in Okanogan County used a standard patrol model, which resulted in 1 seat belt infraction for every 3 hours of enforcement. The officers conducting enforcement as part of the Benton/Franklin project fared a bit better, with one seat belt infraction for every 2.4 hours of enforcement. This increased seat belt infraction rate is likely due to their use of the spotter/chaser enforcement model, allowing better targeting of seat belt violations.</p> <p>The projects also used a mix of public education strategies to increase public awareness of the seat belt enforcement happening throughout their respective communities. These include</p>			

advertising at gas stations, billboards, and social media. The mix of advertising approaches used depended on the different environments of the two project sites - Okanogan County is largely very rural, and Benton/Franklin counties include areas that are a mix of urban and rural.

Total of all three projects is \$260,000. Same project number but expenses tracked separately.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE Occupant Protection	405b	\$150,850	\$50,000

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*PT21-01	Focused Allied Agency Seat Belts – Okanogan County	Jerry Noviello	WTSC

Description: This data-driven project included a combination of high visibility enforcement (HVE) and community education. The HVE was done using the spotter/chaser enforcement model, which targets specific violations, such as seat belt non-compliance. Enforcement activities were conducted during the two CIOT campaigns in FFY 2021: November 2020 and May 2021. The community education consisted of paid advertising to publicize the enforcement, a portable variable message sign, and outreach activities at local schools and events.

Results: Enforcement of seat belt violations were done throughout FFY 2021. There were 120 hours of enforcement, with 351 contacts made, resulting in 40 seat belt infractions issued. Advertising strategies included billboards, social media, and gas station advertising. This grantee purchased a trailer-bound variable message sign and used it extensively throughout the year. All Okanogan County Sheriff's Office patrol vehicles are equipped with a trailer hitch, and the project's primary contact controlled the sign's movement throughout the county. She also updated the sign's messaging to stay fresh.

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

Hours	120	DUI Arrests	0
Total Contacts	351	Speeding Citations	8
Total Citations	92	Seat Belt Citations	40
Total Warnings	300	Cell Phone Use Citations	26

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
High Visibility Enforcement Occupant Protection	405b	\$44,650	\$41,689

<u>Fed Project #</u> M1*PT21-01	<u>Project Title</u> Focused Allied Agency Seat Belts – Benton/Franklin Counties	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> WTSC
---	--	---	-------------------------------------

Description: The project's purpose was to increase seat belt usage in Benton and Franklin Counties through a mix of HVE and community education. The HVE was done using the spotter/chaser enforcement model, which targets specific violations, such as seat belt non-compliance. Enforcement activities were conducted during the two CIOT campaigns in FFY 2021: November 2020 and May 2021. The community education consisted of paid advertising to publicize the enforcement and outreach activities at local schools and community events.

Results: Local law enforcement agencies participated in the CIOT campaigns in November 2020 and May 2021. The project coordinator created a new curriculum, called "Teen Target Zero" that will be used in high schools as an alternative to "Every 15 Minutes" programs. The program is designed for delivery by law enforcement officers. One of the topics of this new curriculum is seat belt safety. Public education was done via paid advertising and locally created videos posted to social media, using the support of WTSC's TZM Communications Lead.

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

Hours	140	DUI Arrests	0
Total Contacts	519	Speeding Citations	7
Total Citations	187	Seat Belt Citations	59
Total Warnings	56	Cell Phone Use Citations	103

<u>Countermeasure</u> High Visibility Enforcement OP	<u>Fund Source</u> 405b	<u>Amount Approved</u> \$64,500	<u>Amount Expended</u> \$47,075
--	-----------------------------------	---	---

<u>Fed Project #</u> M1HVE21-01	<u>Project Title</u> Seat Belt HVE – WSP	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> Washington State Patrol
---	--	---	--

Description: The WSP Seat Belt HVE grant project funded overtime for WSP to participate in national occupant protection emphasis patrols. This project also funded locally driven overtime enforcement activities throughout the year in the areas of occupant protection. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.

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

Hours	2,116.687	DUI Arrests	20
Total Contacts	6,163	Speeding Citations	1,323
Total Citations	2,885	Seat Belt Citations	935
Total Warnings	4,975	Cell Phone Use Citations	184

<u>Countermeasure</u> High Visibility Enforcement OP	<u>Fund Source</u> 405b	<u>Amount Approved</u> \$336,258	<u>Amount Expended</u> \$326,334
--	-----------------------------------	--	--

IMPAIRED DRIVING

Problem Statement

Washington has been combating impairment in motor vehicle crashes for decades and has made good progress. Despite this, impairment remains the most frequent contributing factor in fatal crashes.

For the past 15 months, the COVID-19 pandemic has had a major effect on traffic safety. When the COVID-19 pandemic hit and stay-at-home orders went into effect in March 2020, vehicle miles traveled (VMT) declined, but crashes increased. In 2020 Washington saw a 27 percent increase in serious injury and fatal crashes compared to previous years. As of June 2021, the crash numbers look similar to 2020.

Stay-at-home culture resulted in more free time to drive, lower gas prices for most of the year, and less congestion since fewer cars were on the road. Law enforcement reported seeing increased speeds and increased impairment by drugs and alcohol, which resulted in more DUI arrests and crashes with serious injuries and fatalities. The impacts of Washington laws continue to bring challenges.

Initiative 1183 privatized liquor sales and distribution, and public sales began on March 1, 2012. The number of stores with hard liquor licenses increased from 328 in 2010 to more than 8,000 in 2020. During the pandemic, while many bars and restaurants were closed, alcohol sales in retail stores increased.

House Bill 1480 allows bars, restaurants, distilleries, wineries, and caterers that carry a liquor license to sell alcohol for curbside pickup or delivery, with such permissions set to expire July 1, 2023. That's a significant amount of time for an extension, mainly since the new takeout rules put in place in May 2020 were not intended to persist very long.

Bars and restaurants closed for much of 2020. As of July 1, 2021, they reopened at full capacity, which is the deadliest time of the year for impaired driving crashes.

Initiative 502 legalized the production, possession, delivery, and distribution of cannabis. The first stores opened to the public on July 8, 2014. A Washington State University (WSU) study reports that during the pandemic, cannabis product sales totaled more than \$1.85 billion in 2020. WSU also reports that retail cannabis sales alone have grown 605 percent between 2015 and 2020.

Poly-drug use – combining two or more drugs, or one or more drugs mixed with alcohol – is also very prevalent in fatal crashes. While alcohol and tetrahydrocannabinol (THC) are the most frequent poly-drug combination, hundreds of unique drug combinations have been encountered among fatal crash-involved drivers in recent years. Many of these are prescription drugs. While some prescription drugs have abuse potential (such as opioids) that may cause high impairment, many prescription drugs also have an impairing effect on driving even when taken exactly as prescribed. A driver may not understand the medication's impact on their driving abilities and may assume all drugs they take are safe simply because a doctor prescribed them.

Another concern is THC derivatives, specifically Delta-8. Delta-8 derived from hemp has emerged for sale nationwide, including small amounts within the regulated Washington State supply chain, as well as in unregulated forms sold in convenience stores and commercial internet websites. It is an emerging issue nationwide with concerns surrounding it that include youth access, health effects

resulting from the extraction process, and the impact of a product that is generally unregulated competing with a tightly regulated state cannabis marketplace.

The Washington State Toxicology Lab is a vital part of testing blood evidence for DUI prosecution and conviction. The tox lab received around 16,500 cases in 2020 and is receiving an average of 1,400-1,500 new blood test cases per month. This temporarily slowed in March, April, and May of 2020 due to the COVID-19 pandemic. Turnaround time for blood tests is approximately 200 days as of June 2021. More complex drug test cases have a turnaround time of 9-12 months.

Focus Populations

Safe Road Users: Most safe road users who influence the behaviors of the smaller group of impaired drivers engaging in risky behaviors.

Impaired Drivers: WTSC engaged researchers from the Center for Health and Safety Culture (CHSC) in the Western Transportation Institute of Montana State University (MSU) to better understand the state of beliefs, values, and reported behavior around impaired driving. The study demonstrated that 22 percent of respondents reported driving after drinking alcohol. Nine percent of respondents reported driving within two hours of drinking and using cannabis. These impaired drivers—representing a diverse spectrum of Washington residents—are our focus population.

High-Risk Impaired Drivers: High-risk impaired drivers are those individuals who have a history of substance abuse/dependency and a history of impaired driving. These individuals are less likely to change their behavior without significant intervention, such as the treatment and monitoring received in a DUI court.

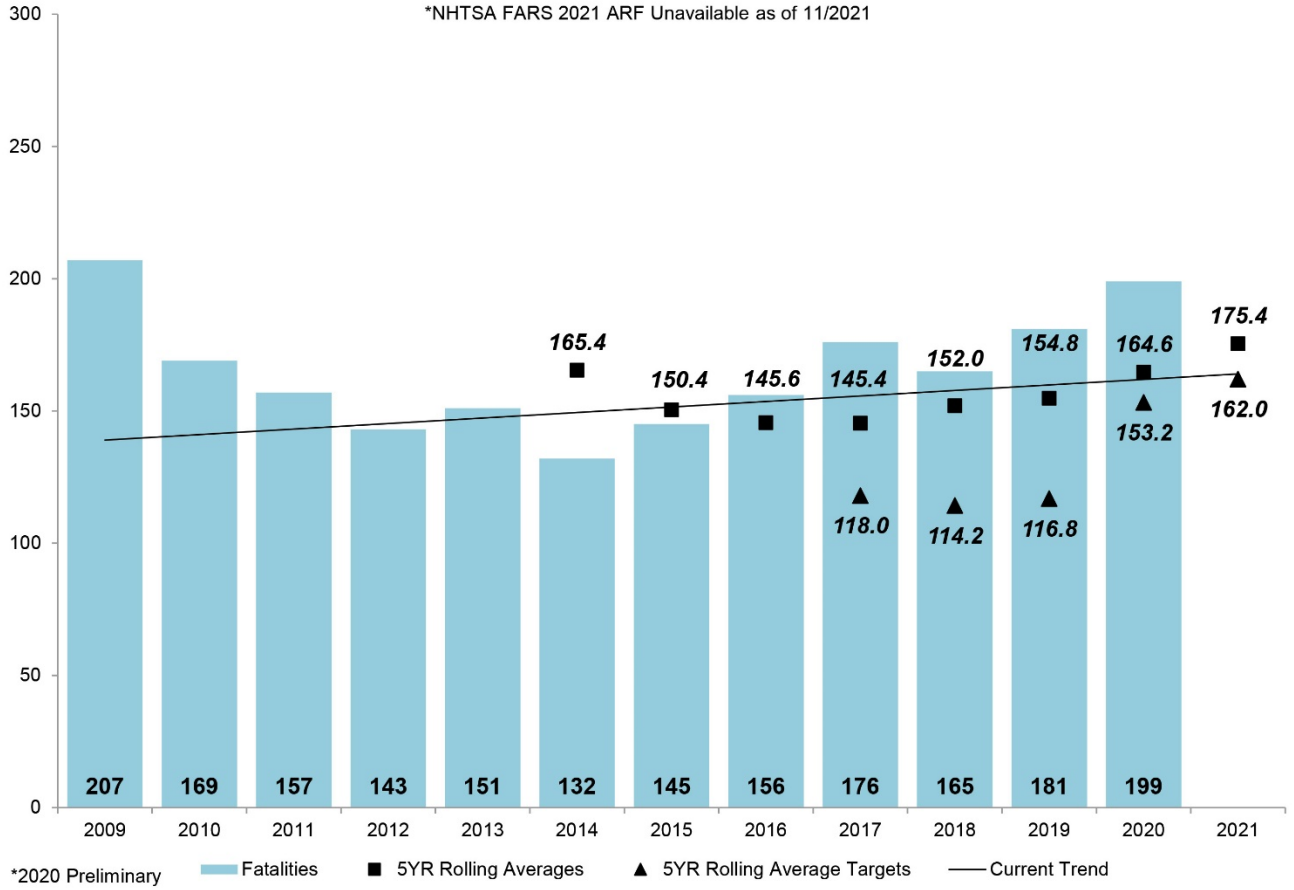
Associated Performance Measures: C-5

Assessment of State's Progress in Achieving Performance Targets

The 2021 target included in the FFY 2021 HSP for alcohol impaired driver involved fatalities (imputed) was 162.0 (2017-2021 rolling average value). It is not possible to provide a performance report for this measure as there is insufficient data available currently to evaluate this progress with any confidence. Furthermore, the imputation method is a statistical probability approach for estimating missing information, which results in this measure fluctuating based on data completeness and not impaired driving programming. Because NHTSA requires the use of imputed alcohol data for this target, there is no state data available to supplement this performance report. Washington does not use imputed alcohol data in the SHSP. Therefore, this measure has no Target Zero line. Imputed alcohol information is only used for required HSP target setting purposes so without 2021, or even 2020 information to evaluate progress, this measure remains perpetually "in progress."

C-5: Alcohol Impaired Driver Involved Fatalities (FARS Imputed) 2009-2020*

*NHTSA FARS 2021 ARF Unavailable as of 11/2021



FFY 2021 Countermeasures and Planned Activities

The following planned activities and projects took place in FFY 2021. These projects were chosen because of their anticipated impact on the impaired driving performance targets previously listed.

Planned Activity: Support 24/7

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL21-06	Washington State 24/7 Sobriety Program Expansion	Jerry Noviello	Washington Association of Sheriffs and Police Chiefs
<p>Description: These grant funds were intended to support the establishment of local 24/7 Sobriety Programs in up to two communities.</p> <p>Results: This project did not move forward because of decreased interest over time, and no new agencies expressed interest in starting a program in their communities. WTSC and WASPC agreed that this project should be cancelled in July 2021.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	164 Alcohol	\$0	\$0

Planned Activity: Support DUI Courts

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL21-08	DUI Candidate Court Project	Jerry Noviello	WTSC
<p>Description: The purpose of this project was to provide financial resources to new or current DUI courts in WA. The intent was to send DUI court teams to National Center for DWI Courts (NCDC) trainings, provide supplies needed to operate courts, and provide financial support for a new court to get started.</p> <p>Results: Due to COVID-19, no expenses were incurred for this project. Kent DUI Court staff are the only court team to attend training, but that was at no cost to the state. Other candidates for new DUI court programs were not interested in starting this year because they were concerned with implementing a new program during a pandemic.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	164 Alcohol	\$100,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL21-07	Des Moines DUI Accountability Court	Jerry Noviello	Des Moines Municipal Court
<p>Description: This project provided financial support to the Des Moines DUI Accountability Court which used evidence-based practices including Moral Reconation Therapy and motivational interviewing to bring rehabilitation and retribution to high-risk offenders. The Des Moines DUI Accountability Court's work was aligned with the NCDC model and used a collaborative approach to reduce impaired driving through increased supervision, treatment, and motivation.</p> <p>Results: This was the third full year of the Des Moines DUI Accountability Court. They have successfully enrolled four additional participants during the year and are at near maximum capacity. One participant was revoked from the program, and one participant graduated. This was the first graduate of Des Moines' DUI Court program.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	164 Alcohol	\$70,000	\$35,579

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-04	Spokane Municipal DUI Court	Jerry Noviello	Spokane Municipal Court
<p>Description: This grant supported the Spokane Municipal DUI Court. The court utilized the 10 guiding principles established by the NCDC to operate their DUI court. The court, in its fourth year, had the primary goal of helping repeat DUI offenders change their behavior and end DUI recidivism. The program helped address the abuse of alcohol and drugs to protect the public while also holding participants accountable. The city of Spokane used a collaborative team approach to complete the task.</p> <p>Results: This project was significantly impacted by COVID-19. In early 2020 the court adjusted proceedings (e.g., conducting court by Zoom) to continue the program virtually in 2021. During this grant year, the DUI court saw a return to in-person dockets in the fourth quarter of the grant year. In FFY 2021 there were 15 graduations, two terminations, and 20 new participants enrolled into the program. Of the 1,440 drug/alcohol tests administered, 93 percent (1,343) were compliant. The program continues to have zero DUI offenses after enrollment into the program.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	402	\$63,000	\$40,733

Planned Activity: Conduct HVE DUI Education and Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM21-02 164AL21-02	Paid Media – Impaired Driving	Erica Stineman	WTSC
<p>Description: This project funded paid media support of DUI emphasis patrols and outreach including TV, radio, online ads, digital platforms, and social media.</p> <p>Results: Holiday DUI and Summer DUI results are described below:</p> <p>Holiday DUI: WTSC implemented a holiday DUI awareness campaign to coincide with the HVE period. The campaign's focus was to encourage young adults aged 25-34 not to get behind the wheel while under the influence of alcohol or cannabis. A new PSA was created to inspire the audience to believe we all play a role in keeping our roads safe, we are part of a community where the majority does not drink and drive, it's important to intervene to keep others from driving while impaired, and to plan ahead to get (or stay) home safely. The campaign ran from December 11, 2020, to January 3, 2021. Purchased spots on TV, radio, digital, and social outlets totaled 4,894, with 4,918 bonus spots. The entire campaign garnered over 28.3 million ad impressions.</p> <p>Summer DUI: The Summer/Labor Day DUI campaign was targeted to adults aged 25-34+. The campaign ran from August 16 to September 5, 2021. The strategy employed radio, digital outlets, TV, outdoor, and "standee" poster boards in cannabis stores around the state. The entire campaign had 5,771 purchased spots with 5,635 bonus spots and garnered more than 24.7 million impressions.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	402 164 Alcohol	\$376,000 \$564,000	\$376,000 \$552,339

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
M6X21-01	DUI HVE – WSP	Jerry Noviello	Washington State Patrol																
<p>Description: The WSP DUI HVE project funded overtime for WSP to participate in the national impaired driving HVE emphasis patrols in December 2020 through January 2021 and August through September 2021. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>2,329.523</td> <td>DUI Arrests</td> <td>183</td> </tr> <tr> <td>Total Contacts</td> <td>5,171</td> <td>Speeding Citations</td> <td>884</td> </tr> <tr> <td>Total Citations</td> <td>1,335</td> <td>Seat Belt Citations</td> <td>47</td> </tr> <tr> <td>Total Warnings</td> <td>5,341</td> <td>Cell Phone Use Citations</td> <td>37</td> </tr> </tbody> </table>				Hours	2,329.523	DUI Arrests	183	Total Contacts	5,171	Speeding Citations	884	Total Citations	1,335	Seat Belt Citations	47	Total Warnings	5,341	Cell Phone Use Citations	37
Hours	2,329.523	DUI Arrests	183																
Total Contacts	5,171	Speeding Citations	884																
Total Citations	1,335	Seat Belt Citations	47																
Total Warnings	5,341	Cell Phone Use Citations	37																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Law Enforcement	405d	\$452,655	\$377,710																

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
PT21-04	DUI HVE – Local Law Enforcement	Jerry Noviello	WTSC																
<p>Description: The Local Law Enforcement DUI HVE project funded overtime for local law enforcement agencies to participate in the national impaired driving emphasis patrols. This project also funded locally driven overtime enforcement activities.</p> <p>Results: The following table contains a selection of enforcement activity resulting from this project.</p> <table border="1"> <thead> <tr> <th>Hours</th> <th>3,364.61</th> <th>DUI Arrests</th> <th>214</th> </tr> </thead> <tbody> <tr> <td>Total Contacts</td> <td>7,455</td> <td>Speeding Citations</td> <td>921</td> </tr> <tr> <td>Total Citations</td> <td>2,214</td> <td>Seat Belt Citations</td> <td>41</td> </tr> <tr> <td>Total Warnings</td> <td>5,467</td> <td>Cell Phone Use Citations</td> <td>58</td> </tr> </tbody> </table>				Hours	3,364.61	DUI Arrests	214	Total Contacts	7,455	Speeding Citations	921	Total Citations	2,214	Seat Belt Citations	41	Total Warnings	5,467	Cell Phone Use Citations	58
Hours	3,364.61	DUI Arrests	214																
Total Contacts	7,455	Speeding Citations	921																
Total Citations	2,214	Seat Belt Citations	41																
Total Warnings	5,467	Cell Phone Use Citations	58																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
HVE	402	\$500,000	\$284,758																

Planned Activity: Support WSP DUI Unit

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL21-09 M6X21-06 M6X21-07	WSP – Impaired Driving Section	Mark Medalen	Washington State Patrol
<p>Description: This project provided impaired driving related training and technical support to all law enforcement agencies across the state through WSP’s Statewide Drug Recognition Expert (DRE) Program, Ignition Interlock Program, and Mobile Impaired Driving Unit (MIDU). These programs work with law enforcement to improve and support the officer's ability to detect, process and testify about alcohol and drug impaired driving offenses.</p> <p>Results:</p> <p>Trainings:</p> <ul style="list-style-type: none"> • DRE School: 16 students in one class • Advanced Roadside Impairment and Detection Enforcement (ARIDE): 290 students in 24 classes • Standardized Field Sobriety Test (basic and refresher): 1,028 students in 110 classes • Wet Labs conducted: 173 students in 8 labs <p>Ignition interlock compliance checks and criminal investigations conducted during this grant period:</p> <ul style="list-style-type: none"> • 1,022 residential contacts, 110 criminal investigations with three referred for criminal charges <p>The MIDU or a processing station was set up on 49 occasions in various districts across the state. For those 49 deployments, out of an approximate 188 DUI arrests, 145 were processed in the MIDU or at the event’s processing station. This is a “use-rate” of over 77 percent.</p>			

Each MIDU deployment was an opportunity to promote public awareness of officer presence and a reminder of the potentially dire consequences of impaired driving, including not only the criminal and financial impacts, but also those to the victims of DUI crashes.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	164 Alcohol	\$128,017	\$127,728
	405d	\$390,947	\$199,409
	405d	\$235,344	\$110,298

Planned Activity: Conduct Culture Change - DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-05	Most Steer Clear	Jerry Noviello	Neighborhood House
<p>Description: This project provided continuing support for the “Most Steer Clear” Positive Community Norms (PCN) campaign that was launched in 2017 to decrease the rates of youth and young adults driving under the influence of marijuana and alcohol in King County. The project expanded on previous communication efforts focused on posters and outreach, and education at community events. West Seattle is the most racially/ethnically diverse part of Seattle, and the project involved feedback from ethnic-minority and language-minority students in the development of messages.</p> <p>Results: Neighborhood House developed and field tested “Most Steer Clear” videos/ads with the target audience, as well as distributing them to partners, funders, and peer educators for feedback. The project team made some adjustments to the approach taken in past years. In the past, movie theaters were a great place to post ads for this campaign, but attendance at in-person movie theaters was way down in FFY 2021. The largest campaign in FFY 2021 was a billboard-based campaign, utilizing 17 billboards that reached 1,320,000 people. Social media was also utilized for advertising this campaign, with total exposure from social media coming in at just over 300,000 people.</p> <p>The campaign was implemented by one Project Coordinator and 3 Peer Educators. They developed, posted, and monitored social media messages each month. They also organized six in-person events in Summer 2021 to promote Most Steer Clear directly to teens and young adults in low-income Black Indigenous People of Color (BIPOC) communities in King County. These events reached almost 2,000 people.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Prevention	402	\$80,000	\$79,436

Planned Activity: Improve DUI Blood Testing

<u>Fed Project #</u> M6X21-08	<u>Project Title</u> WSP Toxicology Lab Block Grant	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> Washington State Patrol
<p>Description: This grant provided financial assistance to the WSP's Toxicology Laboratory for traffic safety related blood testing. The project assisted with additional forensic scientists and supplies to expedite and improve forensic blood testing for DUI cases. Due to an 85 percent increase in suspected impaired driving cases received over the last nine years, the WSP Toxicology Lab has far exceeded the capacity of its current staffing to promptly provide comprehensive drug testing services. The current overall turnaround time for comprehensive blood testing is over six months, compared to 20 days a few years ago.</p> <p>Results: The laboratory was able to utilize funding to hire one new forensic scientist. Blood evidence kits were provided to nearly all law enforcement agencies throughout the state. More than 70 DUI cases were outsourced to an external laboratory for specialized drug testing not performed in-house. Overall, the laboratory was able to reduce the backlog of DUI cases by approximately 700 cases. See the final report in the 2021-AG-4046-Toxicology Lab Block Grant WEMS project file for more details about grant activity and project results.</p>			
<u>Countermeasure</u> Toxicology	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$248,596	<u>Amount Expended</u> \$198,158

Planned Activity: Conduct Training - DUI

<u>Fed Project #</u> PT21-05	<u>Project Title</u> Impaired Driving Training Grant	<u>Program Manager</u> Debi Besser	<u>Sub-Recipient</u> Seattle Police Department
<p>Description: This project supported the Seattle Police Department's Impaired Driving Training Coordinator, Officer Huber, to deliver training on various impaired driving topics to officers, deputies, troopers, prosecutors, and toxicology scientists. The material was timely, up to date, and presented in a manner conducive to learning—as evidenced by the large number of returning attendees to both in-person and webinar-based training. Officer Huber attended meetings and presented 83 separate times (both in-person and via webinars) to more than 2000 attendees, covering over 50 agencies.</p> <p>Results: COVID-19 impacted the results of this project. However, there were still several trainings delivered to attendees around Washington:</p> <ul style="list-style-type: none"> • One DUI Detection and Standardized Field Sobriety Testing (SFST) class with 14 attendees (Another class had been planned but was cancelled due to a COVID-19 exposure). • Two 5-day DUI boot camps training recently graduated basic training officers • Five 1-day boot camps • One RADAR/LIDAR training for 11 officers • Three Advanced Roadside Impaired Driving Enforcement (ARIDE) classes assisted by Officer Huber, that trained 73 students, plus an additional 45 attendees <p>Officer Huber and TSRP Miriam Norman created a menu of webinar trainings available to agencies and TZMs across the state, delivering 20 webinars viewed by well over 1,000 attendees. Through training, the goal of this project was to help Seattle Police Department increase the number of impaired driving arrests over the previous year. Despite their best efforts, arrests were down to 800 total for the year, 27 percent lower than in 2020 and 38 percent lower than in 2019. This is an all-time low since 2010 due to many factors beyond officer training.</p>			
<u>Countermeasure</u> Law Enforcement	<u>Fund Source</u> 402	<u>Amount Approved</u> \$50,000	<u>Amount Expended</u> \$36,181

Planned Activity: Conduct Sustained Enforcement - DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
PT21-06	Spokane DUI Enforcement	Jerry Noviello	Spokane County Sheriff's Office																
<p>Description: The Spokane County Sheriff's Office (Spokane CSO) utilized a two-officer DUI team to conduct full time DUI enforcement between October 1, 2020 - March 31, 2021. These grant funds paid for one Deputy DUI Enforcement Officer (DUI EO) through salary and benefits, while Spokane CSO provided an existing DUI EO as a match. They also provided a fully equipped patrol vehicle and all other equipment/supplies for each DUI EO. The DUI EOs conducted full time DUI enforcement in Spokane County, collaborating with the local Target Zero Task Force and Spokane Police Department's DUI team. Due to staffing issues experienced by the grantee mid-year, this project was put on hold after the 2nd quarter.</p> <p>Results: The Spokane CSO provided dedicated DUI enforcement from October 1, 2020 - March 31, 2021. DUI enforcement efforts were focused on unincorporated Spokane County and cities that contract with Spokane CSO for law enforcement services. The two-officer unit made 102 DUI arrests during the grant year.</p> <p>The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <thead> <tr> <th>Hours</th> <th>1305</th> <th>DUI Arrests</th> <th>102</th> </tr> </thead> <tbody> <tr> <td>Total Contacts</td> <td>800</td> <td>Speeding Citations</td> <td>86</td> </tr> <tr> <td>Total Citations</td> <td>465</td> <td>Seat Belt Citations</td> <td>2</td> </tr> <tr> <td>Total Warnings</td> <td>460</td> <td>Cell Phone Use Citations</td> <td>6</td> </tr> </tbody> </table>				Hours	1305	DUI Arrests	102	Total Contacts	800	Speeding Citations	86	Total Citations	465	Seat Belt Citations	2	Total Warnings	460	Cell Phone Use Citations	6
Hours	1305	DUI Arrests	102																
Total Contacts	800	Speeding Citations	86																
Total Citations	465	Seat Belt Citations	2																
Total Warnings	460	Cell Phone Use Citations	6																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Law Enforcement - HVE	402	\$154,987	\$72,237																

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT21-09 164AL21-05	Spokane PD DUI Enforcement	Jerry Noviello	City of Spokane
<p>Description: This project provided funds to pay for the traffic enforcement activities of a dedicated DUI enforcement officer. The Spokane Police Department provided an additional dedicated DUI enforcement officer as a match. The Spokane PD provided a fully equipped patrol vehicle and all other equipment/supplies for both officers. The DUI enforcement officers conducted DUI enforcement year-round during peak times each week.</p> <p>Results: The Spokane PD DUI Enforcement project continued to achieve impressive results. They have grown a culture within their agency that now prioritizes DUI enforcement. The patrol unit's DUI-related arrests were 527 for the grant year, down about 13 percent from the previous year. However, this decrease is less than expected given legislative actions that significantly changed law enforcement procedures. This grant year was the first in many years that the patrol division exceeded the number of DUI arrests made by the DUI officers. This shows the strong commitment of the department to conduct DUI enforcement as part of regular patrol activities and is a success of this project. The DUI officers made 224 DUI related arrests during this grant year. Of those, 113 (50 percent) required a blood search warrant.</p> <p>The project also conducted a media campaign to increase public awareness of the DUI officer project. Public service announcements aired in Spokane over the course of the project.</p>			

This project was impacted by COVID-19 in reduced traffic volumes and the reduced restaurant and bar in-person dining. However, the number of DUI arrests made in FFY 2021 was still substantial.

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

Hours	2584	DUI Arrests	224
Total Contacts	2402	Speeding Citations	18
Total Citations	275	Seat Belt Citations	4
Total Warnings	0	Cell Phone Use Citations	2

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement - HVE	402 164 Alcohol	\$77,500 \$77,500	\$76,788 \$76,787

Planned Activity: Support TSRPs

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X21-03	State Traffic Safety Resource Prosecutor 1	Edica Esqueda	Municipal Research Services Center
<p>Description: This project funded TSRP Moses Garcia (hosted by the Municipal Research and Service Center in Seattle) until March of 2021. Moses acted as a statewide resource and continued existing projects aimed at reducing impaired driving in Washington, including training prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. Moses provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter. Moses Garcia retired in March 2021 and trained Melanie Dane, the new TSRP.</p> <p>Results: The TSRP program attacks the issue of impairment from many fronts, but its primary objective is the training of prosecutors, officers, and other partners. Due to COVID-19 restrictions, in person training was difficult to conduct in 2021. To achieve the goals and objectives of this project, the TSRP program pivoted to other projects and virtual platforms to achieve program goals. While unable to offer traditional training, Moses focused on the Courtroom Exhibits Project, trained his replacement Melanie Dane, and offered several trainings and webinars. Moses responded to 114 technical assistance requests and trained 498 Prosecutors. Moses moved a 25-year stock of digital materials to the new Dropbox folder and set up an access system for the other TSRPs. Moses also published one TSRP newsletter and vacated the office in March 2021. TSRPs were unable to offer DUI Boot camp, Lethal Weapon, and the Drugged Driving program.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$195,435	\$125,740.79

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X21-04	Seattle Traffic Safety Resource Prosecutor	Edica Esqueda	Seattle City Attorney's Office

Description: This grant funded a statewide TSRP, Miriam Norman, within the Seattle City Attorney's Office. Miriam executed projects aimed at reducing impaired driving in Washington including outreach, and training prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving. Miriam provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter.

Results: Due to COVID-19 restrictions, the two Washington TSRPs (Miriam Norman and Melanie Dane) could not offer DUI Boot camp, Lethal Weapon, nor the Drugged Driving training programs. Toward the end of the program year, Miriam conducted small classroom and practical training called Operation Sober Handle. The training focused on training law enforcement officers who are inexperienced in interacting with large commercial vehicles. The TSRP program pivoted most traditional training programs to other projects and virtual platforms to achieve program goals.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$179,417	\$159,942

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X21-05	State Traffic Safety Resource Prosecutor 2	Edica Esqueda	Municipal Research Services Center

Description: This project funded Melanie Dane, a Traffic Safety Resource Prosecutor (TSRP) through the Municipal Research Services Center (MRSC), who acted as a statewide resource. After Moses Garcia's retirement, Melanie picked up where he left off and continued existing projects to reduce impaired driving in Washington, and conducted outreach and training for prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. Melanie provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and provided online assistance via the state TSRP website and newsletter.

Results: In March 2021 the MRSC transitioned Melanie Dane into the TSRP position after the retirement of long-time TSRP, Moses Garcia. Due to COVID-19 restrictions, the two Washington TSRPs (Melanie Dane and Miriam Norman) could not offer DUI Boot camp, Lethal Weapon, nor the Drugged Driving training programs. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. While unable to offer traditional training, Melanie familiarized herself with the TSRP role, made numerous contacts, spent hundreds of hours learning new systems, established contacts, and published two TSRP newsletters.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$116,180	\$96,500

<u>Fed Project #</u> FDL*CP21-10	<u>Project Title</u> TSRP Support	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> WTSC
<p>Description: The TSRP Support Program was intended to provide the resources for the TSRP program to conduct the DUI Bootcamp, Lethal Weapon, Prosecuting the Drugged Driver, and a Commercial Motor Vehicles training course. The TSRP Support Program also provided funds to the state TSRP program for travel to WTSC requested meetings and training.</p> <p>Results: Due to COVID-19 restrictions on in person training, the TSRPs were unable to offer DUI Boot camp, Lethal Weapon and Drugged Driving programs, or the Commercial Motor Vehicles training course. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. The TSRPs changed course to work on the onboarding of a new TSRP and a new webinar series. While in person training was very limited this program year, they could still conduct 376 hours of training, reaching 1,962 prosecutors and 2,176 law enforcement and other personnel. They responded to 1,164 requests for technical assistance and developed countless hours of new curriculum.</p>			
<u>Countermeasure</u> Adjudication & Prosecution	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$70,000	<u>Amount Expended</u> \$6,199

SPEEDING

Problem Statement

Speeding is a significant factor contributing to motor vehicle crash fatalities in Washington State. In 2020 speeding was involved in 30 percent of fatalities. Younger drivers are more likely to be speeding than older drivers in fatal crashes. Average speeds in 2020 increased in response to dramatic decreases in VMT due to the COVID-19 pandemic. Law enforcement reported increases in egregious speeding violations, and many fatal crashes resulted. We predicted we would see more “exceeding posted speed” fatal crashes in 2020, and these crashes represented 42 percent of speeding drivers in fatal crashes in 2020, up from just 29 percent in 2019. To continue to combat the decrease in enforcement due to the pandemic, the speed program will focus on TSEP in FFY 2022.

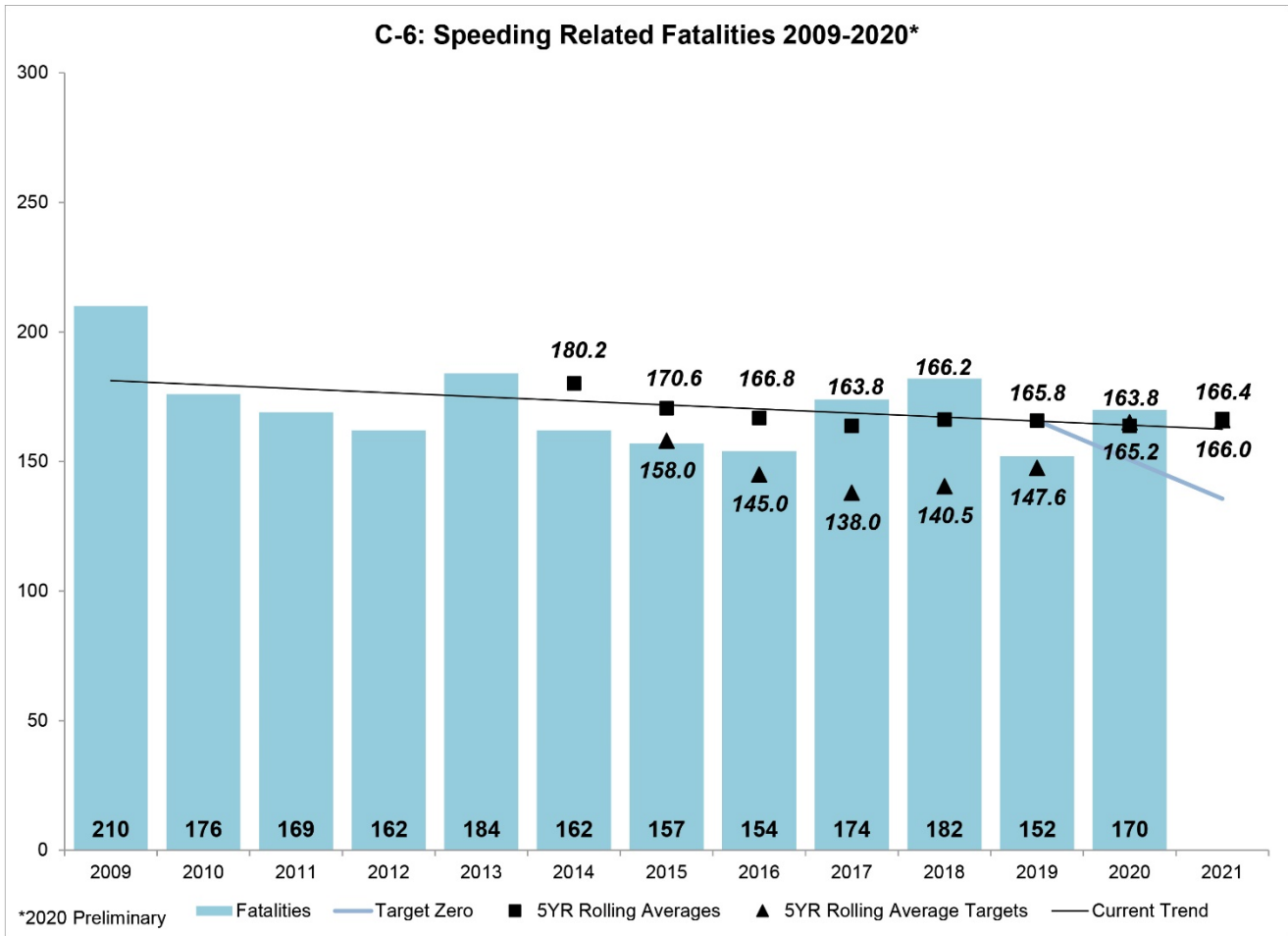
Focus Populations

A 2019 report from the Governors Highway Safety Association (GHSA), “Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge,” identified four different categories of speeding drivers: deliberate speeders, typical speeders, situational speeders, and unintentional speeders. Deliberate speeders engage in more aggressive and deliberate speeding events. They engage in risky driving behaviors more often than other driver types. Deliberate speeders had the most favorable attitude towards speeding. Young males were more prevalent in this category. Typical speeders comprise the most significant number of drivers with an even distribution across all driver demographics. These drivers engage in casual speeding most often compared to the other groups. Situational speeders engage in minimal amounts of aggressive and cruising speeding. They are only slightly more likely than unintentional speeders to engage in speeding events. This group did not share the same favorable views regarding not speeding as unintentional speeders. Unintentional speeders generally engage in incidental and casual speeding. These speeders have attitudes and beliefs that are most favorable towards not speeding. Both situational and unintentional speeders are mostly comprised of older drivers.

Associated Performance Measures: C-6

Assessment of State’s Progress in Achieving Performance Targets

The 2021 target included in the FFY 2021 HSP for speeding-involved fatalities was 166.0 (2017-2021 rolling average value). This target was set equal to the most recent five-year rolling average value according to the data available at the time the target was set, (i.e., a maintenance target). According to the revised trend line used to develop the 2022 target for FFY 2022, the FFY 2021 HSP target is not met. To reach the 2017-2021 rolling average target of 166.0, the total number of speeding involved fatalities in 2021 would have to be less than 157. This number has been exceeded.



Adjustments to Highway Safety Plan for not Meeting Target

The WTSC has not had a robust speeding program for a few years. This has been primarily due to a lack of what has been perceived as effective strategies. In 2022 the WTSC will reinstate Speeding as a priority traffic safety program. A program manager will create a speed program plan that will bring together the best available data about the program, surface focus populations, and identify countermeasure strategies for funding.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Conduct Enforcement and Education - Speed

<u>Fed Project #</u> FDL*SE21-01	<u>Project Title</u> Speed TSEP -WSP	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> Washington State Patrol																
<p>Description: The WSP Speed TSEP provided funding for overtime enforcement activities in the area of speeding. WSP identified target locations throughout the state, focusing on community events when possible. WSP planned speed enforcement along select corridors to maximize exposure to the public.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tr> <td>Hours</td> <td>660.58</td> <td>DUI Arrests</td> <td>4</td> </tr> <tr> <td>Total Contacts</td> <td>2,168</td> <td>Speeding Citations</td> <td>847</td> </tr> <tr> <td>Total Citations</td> <td>957</td> <td>Seat Belt Citations</td> <td>28</td> </tr> <tr> <td>Total Warnings</td> <td>1,503</td> <td>Cell Phone Use Citations</td> <td>5</td> </tr> </table>				Hours	660.58	DUI Arrests	4	Total Contacts	2,168	Speeding Citations	847	Total Citations	957	Seat Belt Citations	28	Total Warnings	1,503	Cell Phone Use Citations	5
Hours	660.58	DUI Arrests	4																
Total Contacts	2,168	Speeding Citations	847																
Total Citations	957	Seat Belt Citations	28																
Total Warnings	1,503	Cell Phone Use Citations	5																
<u>Countermeasure</u> TSEP	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$129,330	<u>Amount Expended</u> \$97,344																

MOTORCYCLES

Problem Statement

The common belief that other motorists cause most motorcycle crashes is inaccurate. While about two-thirds of fatal motorcycle crashes involved another vehicle, DOL reports that 70 percent of all fatalities are due to motorcycle rider error.

When we break this down by type of motorcycle, 86 percent of sport bike fatalities were caused by riders. These motorcycles are primarily ridden by younger operators who are more likely to be unendorsed.

Illegal and dangerous actions by the rider, including speeding, losing control in corners and curves, improper passing, and riding under the influence of alcohol and/or drugs, were the main contributing factors cited in these crashes.

- About one in five motorcycle crashes result in serious injury or death.
- Impairment by drugs and/or alcohol, speeding, and improper passing are the major risk factors for most serious and fatal injury motorcycle crashes.
- Since the COVID-19 pandemic and stay-at-home orders began in March 2020, law enforcement has reported an increase in the number of riders traveling at over 100 miles per hour. They are also reporting an increase in the number of riders failing to stop for law enforcement (eluding police).
- A license endorsement is required in Washington to ride a motorcycle. Currently, motorcycles may be purchased and registered in Washington without a valid motorcycle endorsement. Endorsed riders have fewer infractions and are less likely to be involved in fatal collisions when compared to unendorsed riders.

Focus Populations

Recent research conducted jointly by WTSC and DOL points to several high priority audiences:

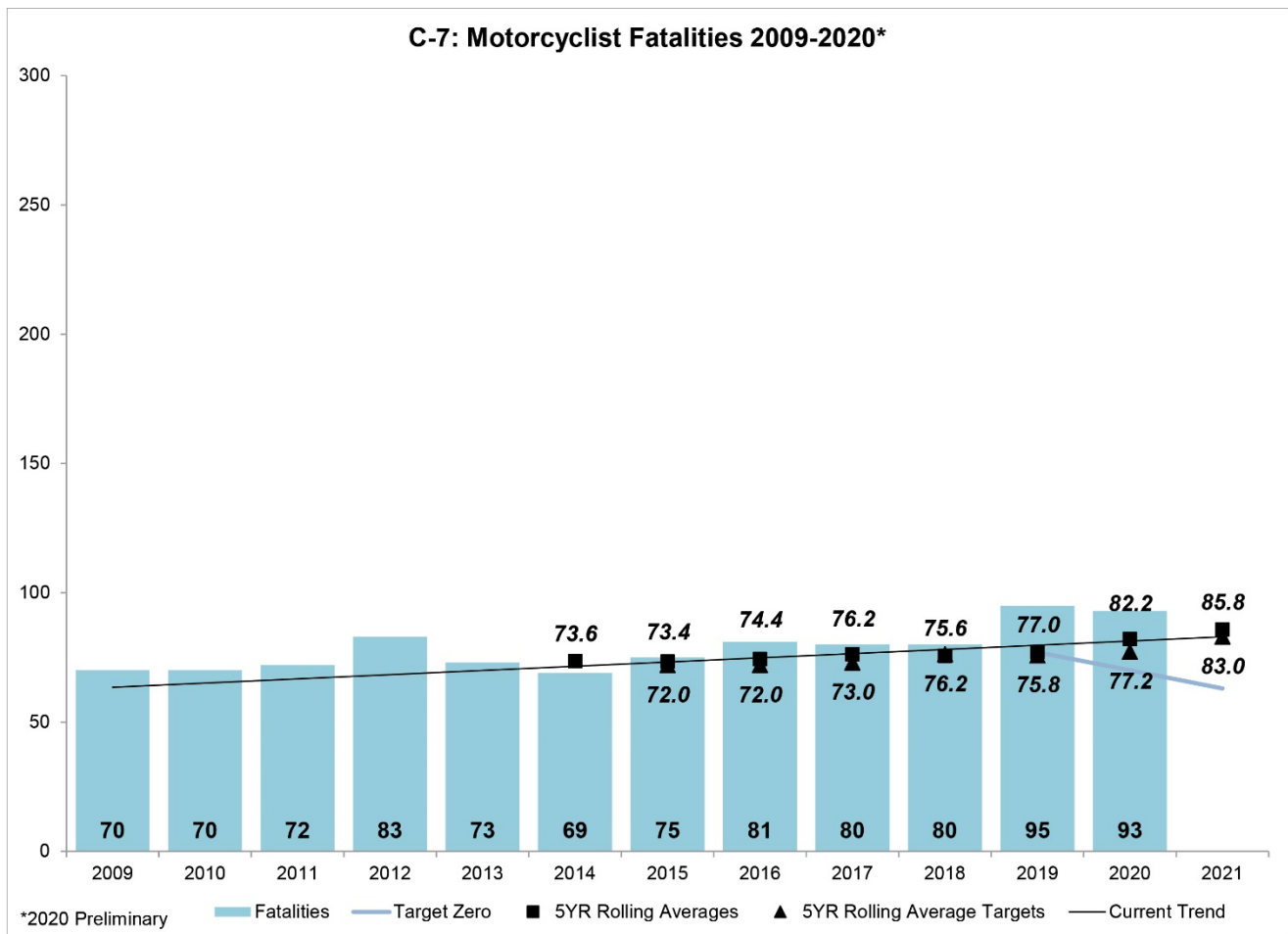
- Young male riders 19-25 years old and older male riders 45+ years old
- Riders of sport style motorcycles and riders who drive larger cruiser style motorcycles
- Drivers of other passenger vehicles

Associated Performance Measures: C-7, C-8

Assessment of Washington’s Progress in Achieving Performance Targets

C-7: The 2021 target included in the FFY 2021 HSP for motorcyclist fatalities was 83.0 (2017-2021 rolling average value). This target was calculated based on the assumption that the following two calendar years of data would be less than the most recent five-year rolling average value. According to the revised trend line used to develop the target for FFY 2022, it is unlikely the FFY 2021 HSP target will be met; 2019-2020 had the highest recorded motorcyclist deaths in decades. To reach the 2017-2021 rolling average target of 83.0, the total number of motorcyclist fatalities in 2021 would have to be less than 69. While this calendar year target is within historical values, recent trends indicate this target will not be met.

C-8: The 2021 target included in the FFY 2021 HSP for unhelmeted motorcyclist fatalities was zero (2017-2021 rolling average value). The target remains “in progress” until the full year 2021 data becomes available.



Adjustments to Highway Safety Plan for not Meeting Target

The COVID-19 pandemic continues to impact highway safety. VMT are down, but in the past 18 months, Washington saw a 27 percent increase in serious injury and fatal crashes compared to previous years. Washington experienced over 90 motorcyclist fatalities in 2019 and 2020. This is the most in our state since 1982.

Overall traffic fatalities in our state have increased each of the past three years. In just one month in August of 2020, Washington experienced 68 traffic fatalities on our roads, and in August of 2021, we surpassed that with 76 fatalities – the most since 2006. We are following serious injury and fatal crash data to prioritize locations where education, outreach, and/or enforcement are needed most. Law enforcement agencies statewide are facing challenges with low staffing, COVID-19 precautions and restrictions, and police reform laws. This has caused a reduction in law enforcement presence on our roads. We will continue collaborating with contractors and partners, including DOL’s Motorcycle Safety Program to increase rider knowledge, skills, and training. Using the positive community norms approach, we are urging all riders to “Create Your Own Safety” in hopes of decreasing crashes. We will conduct social media surveys to learn more about the attitudes and beliefs of riders. We are also working with DOH, and prevention/treatment communities to address mental health issues that contribute to drug and alcohol abuse.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Motorcycle Safety Program Support

<u>Fed Project #</u> M9X21-01	<u>Project Title</u> Motorcycle Training and Awareness	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WTSC
<p>Description: This grant was subject to the United States Department of Transportation (USDOT) and NHTSA requirements for states to adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists. This project was used to support efforts to improve and increase motorcycle rider training courses, increase the number of trained motorcycle riders, and develop programs to increase motorist awareness of motorcycles.</p> <p>Results: The COVID-19 pandemic in FFY 2021 provided many unexpected highway safety challenges. In FFY 2021, WTSC increased the online presence for the "It's A Fine Line Campaign", including Facebook, Twitter, and YouTube information posted on a regular schedule. Some curated video links were used. Links to NHTSA and other educational motorcycle safety materials were posted. Paid ads were coordinated through our media buyer, Creative Media Alliance. Monthly performance reports from Creative Media Alliance are included in this project file folder.</p> <p>During Motorcycle Safety Month in May, we partnered with DOL, WSP, WSDOT, and the Governor's Office to distribute a news release to media outlets statewide. Messages reminded motorists to watch out for motorcycles and riders to ride safe, sober, and endorsed.</p>			
<u>Countermeasure</u> Motorcycle Rider Training and Endorsements	<u>Fund Source</u> 405f	<u>Amount Approved</u> \$44,543	<u>Amount Expended</u> \$37,954

<u>Fed Project #</u> M9X21-02	<u>Project Title</u> DOL Motorcycle Safety	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> Department of Licensing
<p>Description: This grant provided funding to the DOL to assist their Washington Motorcycle Safety Program (WMSP) with translation services to improve equitable access to motorcycle permit/endorsement testing materials in the most diverse communities in Washington.</p> <p>Results: This project reached underserved communities with language, cultural, and socioeconomic barriers to lower motorcycle fatalities. WMSP worked with the DOL contractor Avant Page who has done several translation projects, including the current Driver’s Guide. DOL successfully translated the following documents into six different languages – Spanish, Chinese, Vietnamese, Russian, Korean, and Tagalog (Filipino):</p> <ul style="list-style-type: none"> • 2-Wheel Permit Knowledge Test • 2-Wheel Endorsement Knowledge Test • 3-Wheel Knowledge Test • 2-Wheel Permit Skills Test Instructions • 2-Wheel Endorsement Skills Test Instructions • 3-Wheel Skills Test Instructions • Motorcycle Operator’s Manual <p>The residents in these under-served populations now have access to motorcycle safety and training materials that will help them become safer, informed, and legal riders.</p>			
<u>Countermeasure</u> Motorcycle Rider Training	<u>Fund Source</u> 405f	<u>Amount Approved</u> \$45,000	<u>Amount Expended</u> \$44,592

Planned Activity: Conduct TSEP Motorcycle DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL21-04	Motorcycle HVE - Local	Mark Medalen	WTSC

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

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

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

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

Hours	499.25	DUI Arrests	7
Total Contacts	1,622	Speeding Citations	608
Total Citations	987	Seat Belt Citations	20
Total Warnings	872	Cell Phone Use Citations	102

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE - TSEP Motorcycle	164 Alcohol	\$150,000	\$53,300

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X21-02	Motorcycle HVE - WSP	Mark Medalen	Washington State Patrol

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

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

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

Hours	324	DUI Arrests	2
Total Contacts	988	Speeding Citations	263
Total Citations	338	Seat Belt Citations	12
Total Warnings	800	Cell Phone Use Citations	1

<u>Countermeasure</u> HVE - TSEP Motorcycle	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$129,330	<u>Amount Expended</u> \$56,246
---	----------------------------	-------------------------------------	------------------------------------

<u>Fed Project #</u> PM21-03	<u>Project Title</u> Paid Media – Motorcycles	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WTSC
---------------------------------	--	--	------------------------------

Description: This grant provided funding for the Motorcycle TSEP, which took place July 5-25, 2021.

Results: Purchased media, including billboards, radio, digital, and social media ads, supported the enforcement activity. There were over 9.2 million impressions and 1,992 clicks received from our ads. Facebook ads had 173,526 post engagements after targeting users in Washington who showed an interest in motorcycles, motorcycle safety, and training.

<u>Countermeasure</u> HVE - TSEP Motorcycle	<u>Fund Source</u> 402	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$99,472
---	---------------------------	-------------------------------------	------------------------------------

YOUNG DRIVERS

Problem Statement

Young drivers represented about 13 percent of Washington’s licensed drivers between 2017 and 2019, yet accounted for roughly 29 percent of all traffic fatalities, and 31 percent of all serious injuries. During this time, there were 472 fatalities and 2,099 serious injuries involving drivers aged 16-25.

Fatalities involving Young Drivers often involve high risk behaviors such as:

- Impairment (61 percent of crashes)
- Speeding (39 percent of crashes)
- Distraction (23 percent of crashes)
- Not using seat belts (22 percent of crashes)

In 2019, of all the approximately 139,000 drivers with their first license in Washington, 72 percent were in the age group between 16 and 25 years old.

- 40 percent were 16-17 years old
- 20 percent were 18-20 years old
- 12 percent were 21-25 years old

Due to these unique characteristics, drivers in these three groups behave differently on the road. Reducing young driver-involved fatalities and serious injuries requires different strategies based on these differences.

Young drivers face increased crash risk due to both their inexperience and immaturity. Young drivers just learning to drive lack the skills and experience necessary to appropriately recognize and respond to risk. Additionally, their age-related immaturity (associated with adolescent brain development) is a key factor in dangerous decision-making on the road. Research on adolescent development suggests key areas of the brain (especially in the prefrontal cortex—the brain center for judgment, decision-making, and deferring immediate reward) are not fully developed until about age 25.

Focus Populations

Parents/Guardians of Children of All Ages: The state relies heavily on the family to educate young drivers. Those under age 18 must complete 50 hours of behind-the-wheel driving time with a parent, guardian, or other licensed drivers with over five years of experience. We place a big responsibility on parents to teach driving at a challenging time in their child’s development—and after they’ve already spent years demonstrating possibly less than ideal driving habits themselves. They need awareness of graduated driver’s license (GDL) “guardrails” and tools to teach their new drivers. One such tool is Ford’s [MyKey](#).

Driver Education Teachers: Every student must have access to high-quality instructors armed with the tools and resources to improve on their instruction. All instructors must have accurate and complete curriculum materials for the students. This program supports the recommendations for enhancing Washington’s traffic safety education program made by the [NHTSA’s Washington Driver Education Assessment Final Report](#), based on the Novice Teen Driver - Education and Training Administrative Standards.

16 and 17-Year-Old Drivers: The largest group of newly licensed drivers, they are open to influences –good or bad– from parents, teachers, and especially peers. It is critical for them to understand the GDL regulations, have good role models, and receive reminders about safe driving behavior.

18 to 24-Year-Old Drivers: Drivers initially licensed after 18 likely did not benefit from driver's education or the GDL restrictions. Even the more experienced drivers have a higher likelihood of driving impaired. They need reminders on speeding, distraction, seat belt use, much like the general driving population.

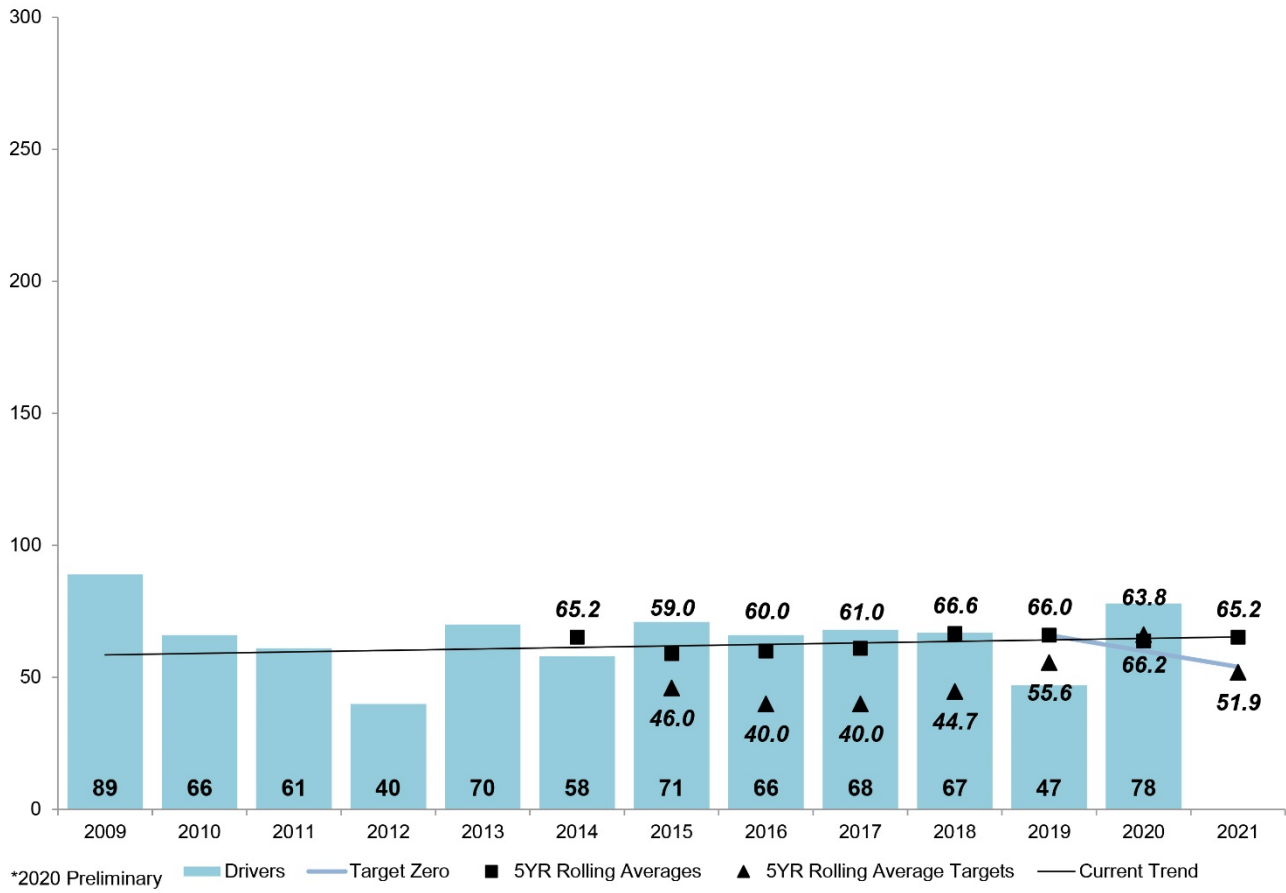
Associated Performance Measures: C-9, APM-2

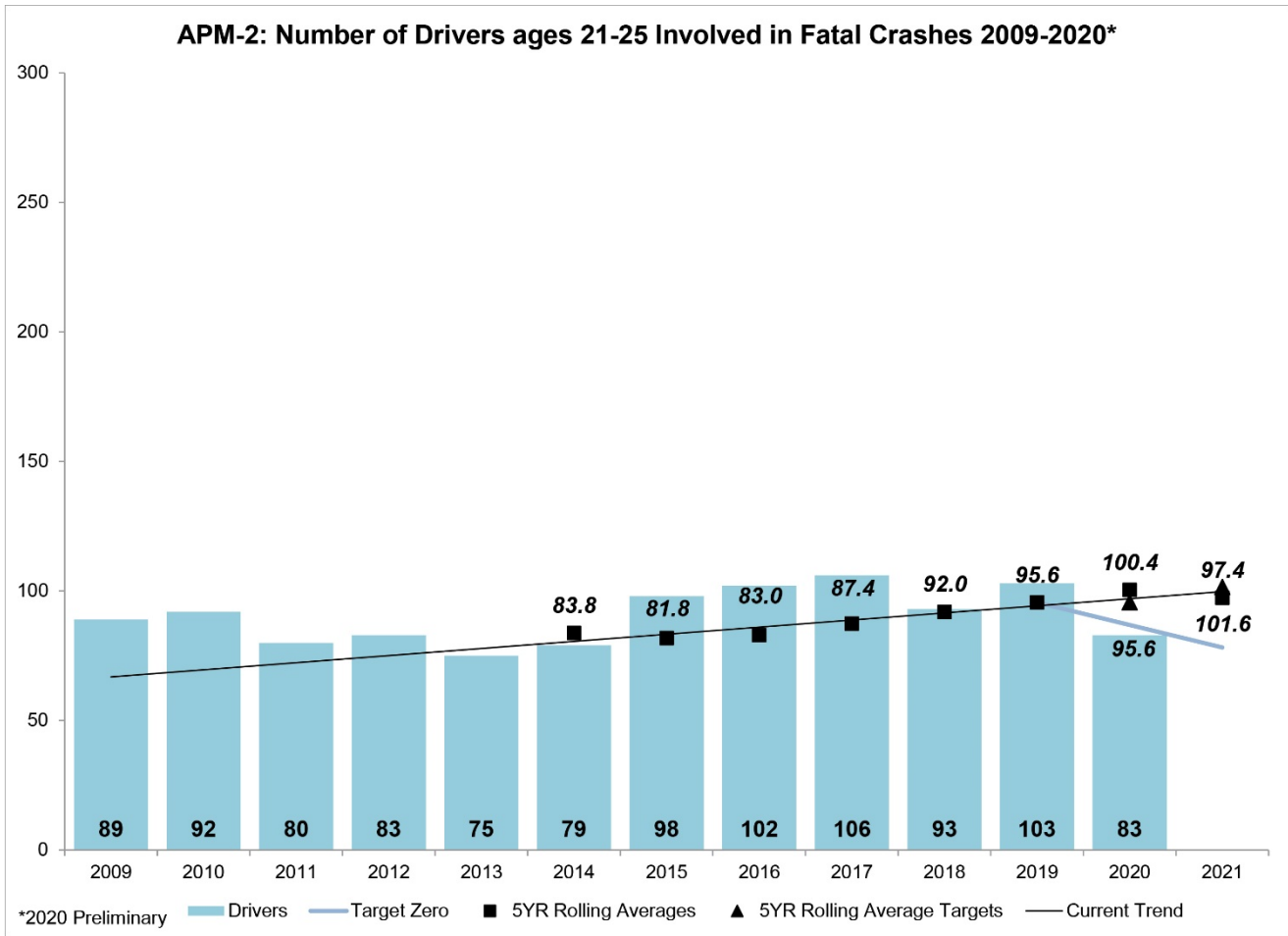
Assessment of State's Progress in Achieving Performance Targets

C-9: The 2021 target included in the FFY 2021 HSP for the number of drivers ages 20 and younger involved in fatal crashes was 51.9 (2017-2021 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the target for FFY 2022, the FFY 2021 HSP target will not be met. To reach the 2017-2021 rolling average target of 51.9, the total number of drivers ages 20 and younger involved in fatal crashes in 2021 would have to be less than 1.

APM-2: The 2021 target included in the FFY 2021 HSP for the number of drivers ages 21-25 involved in fatal crashes was 101.6 (2017-2021 rolling average value). This target was set equal to the most recent rolling average according to the data available when the target was set. According to the revised trend line used to develop the FFY 2022, the FFY 2021 HSP target is likely to be met. To reach the 2017-2021 rolling average target of 101.6, the total number of drivers ages 21-25 involved in fatal crashes in 2021 would have to be less than 125, which would be the highest number in more than a decade. Furthermore, we believe that the closing of bars due to the pandemic impacted this group in 2020, resulting in the lowest fatal crash involvement since 2014. Bars are currently operating at 50 percent and must stop serving alcohol by midnight, so we anticipate further declines among this age group in 2021.

C-9: Number of Drivers ages 20 or Younger Involved in Fatal Crashes 2009-2020*





Adjustments to Highway Safety Plan for not Meeting Target

To address the missed C-9 target for number of drivers ages 20 and younger involved in fatal crashes in Washington State, we are introducing a nationally recognized peer-to-peer teen driver program called “Teens in the Driver Seat”. The program was developed by the Texas A&M Transportation Institute (TTI) and is delivered in high schools through student groups directly to 14 –18-year-old teens. It is data-driven and positive traffic safety culture focused. We intend to implement this program in schools statewide through TZMs sharing the program with their task forces and schools in their local areas.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Support Traffic Safety Culture Peer-Led Program and App in WA

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP21-12	Texas A&M Transportation Institute's Teens in the Driver Seat	Debi Besser	Texas A&M Transportation Institute
<p>Description: This project initiated a new program for the young driver program called Teens in the Driver Seat (TDS) designed to be delivered peer-to-peer directly in Washington high schools. It is an established program already being used in 20 states, customized for Washington's positive traffic safety culture approach. For TDS, the TZMs recruit high school clubs and groups to deliver the program in schools. TTI provides the support materials and advice to both school advisors and TZMs. The initial agreement was signed very late in the grant year and will continue through FFY 2022.</p> <p>Results: TTI completed a four-hour training on the TDS program for TZMs. They also began working with WTSC on modifications to the printed supported materials sent to schools and began printing some of those materials. TTI established a custom page on the TDS website to assist TZMs with outreach (https://www.t-driver.com/tzm/) and provided TZMs electronic materials to support the recruitment of schools.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Culture High School Prevention Program	405d	\$22,225	\$10,928

Planned Activity: Growing a Positive Traffic Safety Culture

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-11	Palouse Positive Traffic Culture	Erika Mascorro / Wade Alonzo	Palouse Regional Traffic Planning Office
<p>Description: The project was intended to fund support for the Palouse RTPO to continue its multi-year campaign focused on mitigating the risk of driving crashes to the students on the WSU Campus. WTSC was to provide support for a culture-focused approach to augment the multi-year campaign.</p> <p>Results: This project was not implemented. The grantee declined the funding because they preferred to continue the project using local resources and did not want input from professional marketing firms.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Building Traffic Safety Culture Among University Student	402	\$60,000	\$0

NON-MOTORIZED SERVICES

Problem Statement

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

Pedestrians (walkers)

In Washington State, there has been an average of 100 fatalities involving walkers during the past five years. The past two years – 2019 and 2020 – have had 101 and 99 fatalities, respectively, so essentially a flat-line trend. However, before that there was a stretch where walker fatalities increased in four out of the five years, including an all-time high of 109 walker deaths in 2017. Nearly two-thirds of those suffering serious injuries were struck by motorists while they were crossing the roadway. In 2017, 21.1 percent of the fatalities involving walkers were hit-and-run crashes, meaning the driver did not stop at the scene of the crash as required by law. From 2007 to 2016, more than 44 percent of the walkers who died from crashes with vehicles tested positive for alcohol or drugs, or sometimes both.

Bicyclists and other “rollers”

Similarly, there is a flat-line trend for bicyclist fatalities from 2019 to 2020, with an average of 10 bicyclist fatalities in that period. Like the numbers for walkers, the number of roller fatalities increased in four of the previous five years, including an all-time high of 17 bicyclist fatalities in 2016.

Focus Populations

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

Washington State Legislature, Legislative Staff, Governor’s Office: The state funded ATSC is charged by the legislature with submitting an annual report that details active transportation trends and with making recommendations to increase safety of pedestrians and bicyclists. This group also advises WTSC on the operation of the 405H, Non-Motorized Safety funding.

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

Drivers, Especially in Urban and Suburban Areas: The main risk is vehicle speed. The unprotected human body is no match for the kinetic energy of a 3,000-pound vehicle traveling at 30 mph. Effective design of new roadways and reallocation of space on existing roadways are called for in the new Active Transportation Plan developed by WSDOT. Our efforts will complement these necessary engineering efforts with education and enforcement.

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

One of the difficulties with fatalities involving walkers and rollers is that they can appear very random. A fatality occurs at one busy intersection in a city, but there are no more fatalities at that location. Why? It could be that drivers heard about the fatality and began watching out for walkers and rollers. It could be that city engineers re-designed the roadway to reduce the risk. Rather than focus on the individual crashes, we instead provide funding to address the locally specific conditions and causes in the cities where there is the highest incidence of fatalities for walkers and rollers. Local providers work with law enforcement, social service agencies, and other organizations to determine the causes and contributing factors for fatalities involving walkers and rollers in each community and then devise and implement locally specific strategies to mitigate the causes and contributing factors.

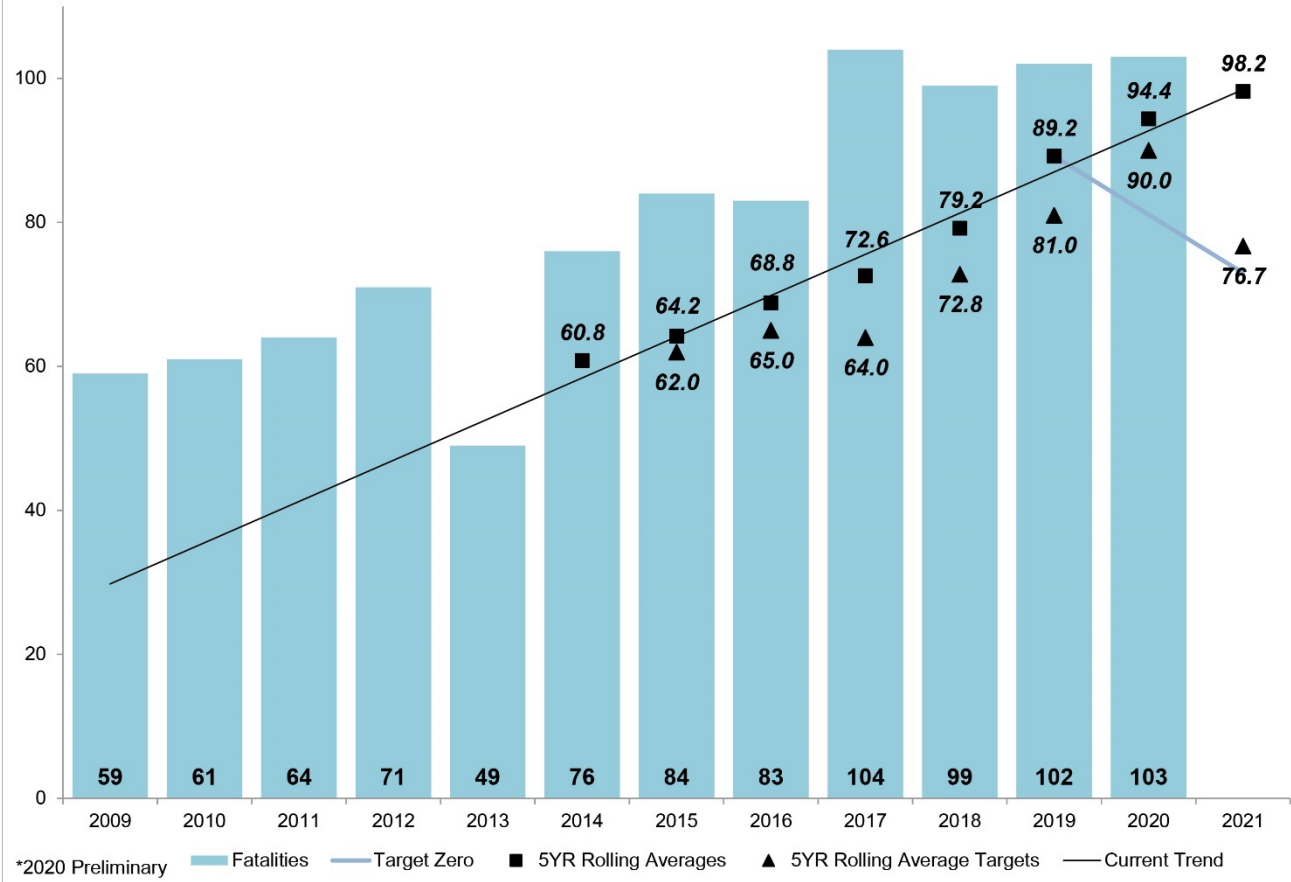
Associated Performance Measures: C-10, C-11

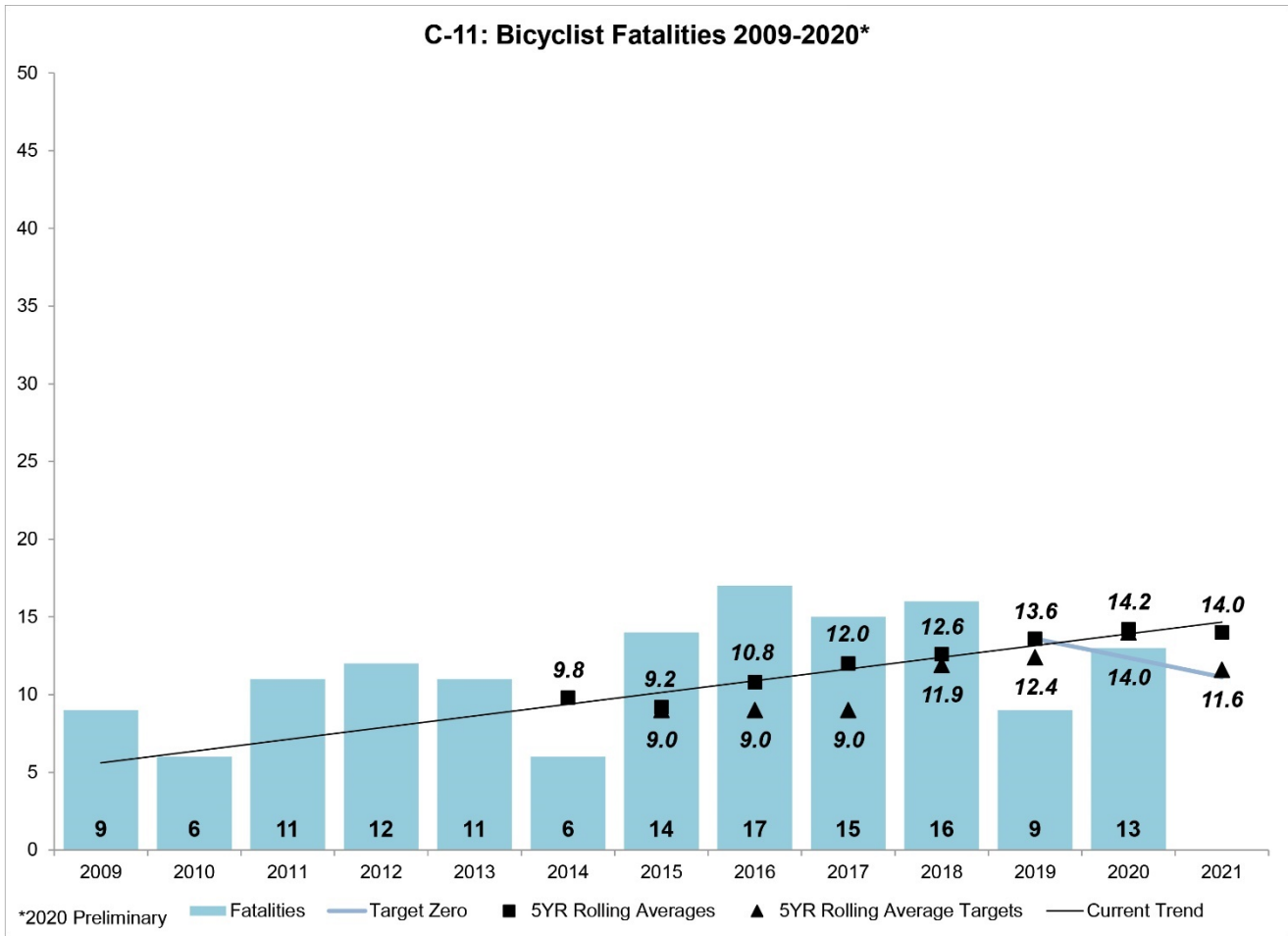
Assessment of Washington's Progress in Achieving Performance Targets

C-10: The 2021 target included in the FFY 2021 HSP for pedestrian fatalities was 76.7 (2017-2021 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the 2022 target for FFY 2022, the FFY 2021 HSP target will not be met. To reach the 2017-2021 rolling average target of 76.7, the total number of pedestrian fatalities in 2020 would have had to be 19 less and then zero fatalities in 2021.

C-11: The 2021 target included in the FFY 2021 HSP for bicyclist fatalities was 11.6 (2017-2021 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the target for FFY 2022, it is unclear if the FFY 2021 HSP target will be met. To reach the 2017-2021 rolling average target of 11.6, the total number of bicyclist fatalities in 2021 would have to be less than six. Historical data indicates it is possible to have six or fewer fatalities in a year; however, more recent years indicate this would be an unlikely scenario in 2021. Therefore, we are considering this target not met.

C-10: Pedestrian Fatalities 2009-2020*





Adjustments to Highway Safety Plan for not Meeting Target

The Washington State Legislature created the Cooper Jones ATSC to research problems for walkers, bicyclists, and other rollers, and research and recommend possible solutions to increase safety. The ATSC prepares annual reports with recommendations to improve safety for walkers, bicyclists, and other rollers. Those recommendations include the need to do a comprehensive, statewide infrastructure inventory, the need to increase investments in areas of cities and counties where there have been historically low investments in safety infrastructure like sidewalks, and the need to increase resources to enact the numerous needed infrastructure fixes.

Through their work, the ATSC has identified a wide network of stakeholders interested in improving safety for walkers, bicyclists, and other rollers. The ATSC will continue to work closely with the WSDOT in 2022 to align ATSC priorities with those of the WSDOT Active Transportation Plan and utilize over \$300,000 in state funding for grant projects or programs for bicycle, pedestrian, and non-motorist safety improvement administered by the WTSC. ATSC members will continue to convene monthly and work to identify data gaps and new data resources to support their goals in 2022.

Starting in 2022, all Non-motorized Program grants will use the theories of change model to map out why and how the project goals will be successful. In addition, projects funded in 2022 will continue into 2023, allowing the program manager to use built in outcome measures to evaluate project success over time. The program manager will convene grant recipients annually to form a learning community where grantees can share lessons learned and best practices.

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Community Based Projects

<u>Fed Project #</u> FHX21-01	<u>Project Title</u> Tacoma: Improving Bike & Pedestrian Safety Around Schools	<u>Program Manager</u> Debi Besser	<u>Sub-Recipient</u> City of Tacoma
<p>Description: The Tacoma Safe Routes to School project was designed to increase the number of youth walking or rolling to school while making it safer for them to do so. It implemented goals outlined in Tacoma's Safe Routes to School Action Plan.</p> <ol style="list-style-type: none"> 1) A virtual pedestrian safety curriculum was created and distributed to the PE teachers in six elementary schools with lessons to teach K-5 youth safe walking skills. 2) Tacoma began updating elementary walking route maps, completing data analysis, map template creation, and public input phases for all 35 schools. 3) They promoted "Walk and Roll to School" events and created a safe walking and rolling tip sheet, both of which were translated into five languages. 4) To support youth living in low-opportunity areas, Tacoma created two temporary traffic gardens to teach youth experiencing homeless pedestrian safety lessons and hosted an urban bicycle camp for youth ages 8-12. <p>This was the second year of a three-year project, which will conclude at the end of FFY 2022.</p> <p>Results: Despite the 2020-2021 school year being virtual from September 2020-March 2021, Tacoma still accomplished many objectives:</p> <ul style="list-style-type: none"> • There was an increase of one in the number of PE teachers using the pedestrian curriculum, with five PE teachers reporting teaching the virtual curriculum, reaching approximately 1,200 students. • A hired consultant completed data collection and analysis, created a map template, developed encouragement materials and safety tip sheets, translated the materials, and created an interactive map for public input. • Despite COVID-19, schools promoted an elementary walk to school day, winter walk to school day, middle school bike to school day, and elementary bike to school day. • Ten youth (ages 8-12) attended the all-day, week-long spring break bicycle camp. Bikes for Kids donated bikes to youth that did not have a bike to ensure not having a bike was not a barrier to participation. 			
<u>Countermeasure</u> Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$60,000	<u>Amount Expended</u> \$46,886

<u>Fed Project #</u> FHX21-02	<u>Project Title</u> Snohomish County Pedestrian Safety Zone	<u>Program Manager</u> Wade Alonzo	<u>Sub-Recipient</u> City of Tacoma
<p>Description: This project funded an effort by the Region 10 Target Zero Task Force to reduce the number of bicycle and pedestrian-involved crashes in Snohomish County by focusing enforcement and outreach activities on high-risk corridors or intersections.</p> <p>Results: The Region 10 Task Force implemented two efforts with the grant. A small enforcement project was carried out in the city of Edmonds in the first quarter. A second, larger project was implemented cooperatively in the cities of Lynwood and Edmonds. In both efforts, the task force used anecdotal and crash data to focus outreach and enforcement efforts on specific zones with a history of bicycle or pedestrian involved crashes. They conducted observations of intersections within the selected zones before and after enforcement activities, recording the number of driver and pedestrian or bicycle violations of traffic safety laws. They used various tactics to promote bicycle and pedestrian safety laws in the targeted zones ahead of the enforcement, including fliers handed out at businesses and apartment complexes in the vicinity, social media, digital fence advertising, and press releases. Comparing the post enforcement observations with the pre-enforcement observations, the data suggests that their efforts positively impacted pedestrian behavior—as the number of violations observed after the emphasis had been conducted went down. However, they also found that driver violations went up. The project manager and her partners have discussed why this was observed and theorized that it might be because of small sample sizes and the timing of observations. The pre-enforcement observations were done during poor weather conditions.</p>			
<u>Countermeasure</u> Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$54,950	<u>Amount Expended</u> \$23,008

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX21-03	Tri-Cities Walker Safety Project	Mark Medalen	WTSC

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

Results: The project had five planned walker safety enforcement emphasis events. Patrol locations followed local crash data and had high observational counts of pedestrians and safety issues. COVID-19 restrictions and precautions often resulted in limited officer participation. Paid social media posts and newspaper ads were placed throughout the year.

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

Hours	148	DUI Arrests	0
Total Contacts	546	Speeding Citations	2
Total Citations	225	Seat Belt Citations	51
Total Warnings	81	Cell Phone Use Citations	125

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	405h	\$60,000	\$44,491

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX21-04	Yakama Tribal Bicycle and Walker Safety Program	Erika Mascorro	Yakama Nation

Description: This project was intended to fund efforts by the Yakama Tribal Nation to address the alarming increase in fatal traffic crashes involving bicyclists and pedestrians on the Yakama Reservation.

Results: Due to the impacts of the COVID-19 pandemic, the Yakama Nation was unable to conduct the work of this project. This project expended no funds. WTSC and the Yakama Nation will attempt to pursue this project in FFY 2022.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	405h	\$59,117	\$0

<u>Fed Project #</u> FHX21-05	<u>Project Title</u> Tukwila Police Bicycle Safety Program	<u>Program Manager</u> Debi Besser	<u>Sub-Recipient</u> City of Tukwila
<p>Description: The intent of this project was to fund a public education and awareness program aimed at educating children and families in Tukwila about bicycle and pedestrian safety.</p> <p>Results: This project was withdrawn because the grantee's legal counsel would not approve the grant agreement language.</p>			
<u>Countermeasure</u> Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$79,247	<u>Amount Expended</u> \$0

DISTRACTED DRIVING

Problem Statement

From 2018 to 2020, 325 people died in crashes involving distraction in Washington. This number reflects a decrease of 68 deaths from the 393 reported in 2019.

The decrease in deaths began in 2018 a year after implementing the primary law, Driving Under the Influence of Electronics Act, and the secondary law, Driving Dangerously Distracted, that took effect on July 23, 2017. Washington has the lowest number of fatalities in the last fifteen years, with 90 deaths. The 2020 data shows a dramatic decrease in deaths in distracted driving - almost 40 percent. The impact of the COVID-19 pandemic and changes to the police traffic collision report (PTCR) may have been the reason for less distracted driving fatalities.

Crashes Involving Distracted Drivers:

- In 2020 distracted driver-involved fatalities decreased 24 percent. However, the most considerable distracted driver-involved fatality reductions in 2020 were in the months January-March, prior to significant COVID-19 response and traffic reductions.
- Distracted driver-involved fatalities occurring January-March were less than half of what occurred in 2019, yet April and August-October had increases in distracted driver-involved fatalities. These monthly patterns reveal that the reduction of fatalities in 2020 was likely due to PTCR coding changes.
- Serious injuries involving a distracted driver decreased 29 percent. An analysis of serious injury data revealed a significant relationship when comparing the reporting of speeding versus distraction in crashes: when speeding involvement in crashes is high, distraction involvement is low.
- Since driver speeding and distraction result in similar crash characteristics (loss of control, leaving the roadway, overcorrecting, etc.), speeding may “overshadow” distracted driving in crash investigation. Speeding as a factor in fatal crashes did not change much but increased 18 percent among serious injuries.
- Among fatalities and serious injuries involving a distracted driver, August emerged as a historically deadly and dangerous month, representing a shift from previous years marking July as the deadliest month. VMT data show people were increasing travel during August 2020, possibly due to “COVID fatigue.” More data will be needed to determine if permanent adjustments to summertime programming and enforcement are needed or if this monthly shift was unique to 2020.

Distracted Driving Enforcement:

- Washington law enforcement issued more distracted driving citations during the April 2019 enforcement campaign than any other month since Washington’s first “texting” law became a primary offense in 2010. By contrast, the least number of tickets issued in one month (a 95 percent reduction from the previous year) occurred in April 2020, the month following the initial Stay Home, Stay Healthy order.
- Washington conducted a distracted driving HVE campaign in September 2020 – partially in response to rising crash trends. One-third of all distracted driving citations issued in 2020 occurred in August, September, and October.

- Using an electronic device while driving is a primary traffic offense, and despite over 20,000 citations issued in 2020, there was still a 44 percent decrease compared to citations issued in 2019. There was less than three percent change in the number of second and subsequent offenses issued in 2020. Even during COVID-19 restrictions, law enforcement could apprehend and penalize frequent violators of distracted driving laws.

Statewide Distracted Driving Observation Survey:

- The statewide distracted driver rate increased from 6.8 to 9.4 percent of all drivers. Although this change to the statewide rate was not statistically significant, the results certainly indicate an overall increase in this high-risk behavior.
- Distracted driving behavior on city streets soared from less than one of every ten drivers to nearly one of every five drivers, a statistically significant increase. A similar double-the-rate increase occurred on county roads.
- On city streets, cell phone use (holding the phone and phone-to-ear) while driving increased from 6.3 percent to 11.7 percent of drivers, an 86 percent overall increase. Cell phone use increased from 4.8 percent to 6 percent of all drivers on county roads, a 25 percent overall increase. Cell phone use on state routes remained the same at 4.2 percent.
- The frequency at which drivers were observed engaging in non-cell phone related distraction more than doubled on city streets and more than tripled on county roads. There was a slight decrease in the frequency of non-cell phone related distraction on state routes.
- Substantial decreases may explain changes in distracted driving behavior in distracted driving enforcement, VMT, and an increase in extreme vehicle speeds.

Statewide 2019 Positive Traffic Safety Culture Survey:

In 2019 the WTSC funded a survey to gather information about distracted driving and other traffic safety behaviors. This first-time positive culture survey will serve as a baseline for future statewide surveys. The survey was distributed using the Ask Your Target Market platform and respondent panel. The survey took place in September 2019, covering 1,603 Washington residents ages 18 and older. Highlights from the survey include the following opportunities for positive norm messaging:

- Almost 70 percent of us believe that using a hand-held cell phone while driving is dangerous.
- Most of us believe typing on a cell phone while driving is dangerous (85 percent).
- Half of us never, or rarely, use a hand-held cell phone while driving.
- Half of us never, or rarely, type on a cell phone while driving.
- More than 60 percent of us wait to use our cell phones until we are out of the flow of traffic.
- 65 percent start our GPS or music before we start driving.
- Half of us have family rules around using a hand-held cell phone and typing on a cell phone while driving.
- Only a third of us have distracted driving policies at work.
- Most of us have a good understanding of the E-DUI law.

King County Distracted Driving Prevention Campaign Survey:

WTSC surveyed the King County Distracted Driving Prevention Campaign, a grant-funded project. Due to the pandemic, the survey was not conducted in 2020. In 2019, 984 driving age individuals in King County were surveyed. The 2019 questionnaire was modified from the 2018 version to offer a Spanish-language version to Hispanic/Latinx/Mexican respondents to intentionally over-sample this culture group. This change was in response to the data collected in 2018 that showed less understanding of the distracted driving law in this cultural group. Key survey results:

Perception on Hand-Held Phone Usage

- 70 percent perceive it to be a “Very Serious Threat” if other drivers’ text or email while driving.
- 43 percent say it is “Completely Unacceptable” to talk on a hand-held phone while driving.
- 69 percent say it is “Completely Unacceptable” to type a text or email while driving.
- 56 percent say it is “Completely Unacceptable” to read a text or email while driving.
- 42 percent say it is “Completely Unacceptable” to use a phone app other than GPS while driving.

Behaviors with Hand-Held Phone Usage

- 20 percent say, in the past 30 days, they “Regularly” or “Fairly Often” read texts or emails while driving.
- 14 percent say they “Regularly” or “Fairly Often” talk on a hand-held phone while driving.
- 11 percent say they “Regularly” or “Fairly Often” typed texts or emails while driving.
- 53 percent say, in the past 30 days, they “Never” read a text message while driving.
- 65 percent say, in the past 30 days, they “Never” typed a text message while driving.

Traffic Tickets

- Eight percent perceive it to be “likely” or “very likely” for them to get a traffic ticket for texting while driving.
- Tickets that would stop drivers from using phone while driving:
 - 51 percent would stop at a ticket cost of \$124.
 - 59 percent would stop at a ticket cost of \$240+.
 - 56 percent would stop if the ticket was reported to insurance.

Hispanic Subpopulation Data Improvements (2018-2019)

- There were 21 data points where King County Hispanics were either:
 - More regularly obeying the law
 - More fearful of disobeying the law
 - Have a newfound appreciation for how using a cell phone while driving may be perceived by other drivers

Links to the data used:

- Observational survey link: http://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2021/03/Distracted-Driving-in-WA-State-During-COVID.pdf
- Statewide 2019 Positive Traffic Safety Culture Survey: <http://wtsc.wa.gov/download/11394/>
- King County Distracted Driving Prevention Campaign Survey: <http://wtsc.wa.gov/download/11399/>

The New distraction: Advanced Driver Assistance Systems

In the last decade or so, advanced driver assistance systems (ADAS) have become much more commonplace in our vehicles. Some of the most common ADAS include:

- Adaptive cruise control (ACC) – controls the car's speed, acceleration, and braking, based on driver settings and in response to vehicles ahead on the road.
- Forward collision warning (FCW) – alerts the driver when a forward collision is imminent.
- Automatic emergency braking (AEB) – applies the brakes automatically when a forward collision is imminent.
- Lane departure warning (LDW) – alerts the driver when they cross lane markings without a turn signal.
- Lane keeping assist (LKA) – maintains the position of the vehicle between lane marking without driver input.

These technologies have the potential to reduce rates of crashes, injuries, and deaths on our roadways. AAA did a thorough review of the existing research and found that ADAS technologies, if installed on all vehicles, would have had the potential to help prevent or mitigate roughly 40 percent of all crashes involving passenger vehicles, 37 percent of all injuries, and 29 percent of all fatalities that occurred in those crashes. (<https://aaaafoundation.org/potential-reduction-in-crashes-injuries-and-deaths-from-large-scale-deployment-of-advanced-driver-assistance-systems/>)

NHTSA estimated that crash types addressable by FCW and AEB systems capable of detecting pedestrians comprised 52 percent of all police-reported crashes involving pedestrians and 90 percent of fatal vehicle-pedestrian crashes (https://rosap.ntl.bts.gov/view/dot/12475/dot_12475_DS1.pdf).

In another recent study, the Insurance Institute for Highway Safety evaluated the real-world safety impacts of FCW, AEB, and LDW systems using police crash report data from several states and found that vehicles equipped with these systems were experiencing fewer of the types of crashes that these technologies seek to prevent, compared with similar vehicles not equipped with the technologies. A complete compendium of their research can be found here:

<https://www.iihs.org/media/7560e1bf-fcc5-4540-aa16-07444f17d240/A25ptg/HLDI%20Research/Collisions%20avoidance%20features/35.34-compendium.pdf>

These ADAS technologies with proven safety benefits are becoming available to a growing segment of the motoring public. However, those benefits will not be fully realized unless consumers understand the limitations of these technologies, and do not allow themselves to become lulled into complacency and become distracted into thinking the vehicle is “driving itself.”

According to a survey from AAA, 40 percent of Americans expect partially automated driving systems, with names like Autopilot, ProPILOT, or Pilot Assist to have the ability to drive the car by itself, indicating a gap in consumer understanding of these technologies and reality. These systems combine the technologies of ACC and LKA and may give the impression that the car is driving itself. However, these systems are *not* designed to take over the task of driving and can be significantly challenged by every day, real-world conditions such as poor lane markings, unusual traffic patterns,

and stationary vehicles. As this type of technology becomes more commonplace on the road, there is concern that consumers will take vehicle system names at face value and believe the technology can be used as a replacement for driver engagement. (<https://newsroom.aaa.com/tag/autonomous-vehicles/>)

A separate study found that when drivers have been using technology such as ACC and LKA for more than a few months, they become comfortable with the technology. This results in a natural human tendency to stop paying attention and engage in non-driving behaviors such as texting or reading. Drivers were 50 percent more likely to engage in any secondary task and 80 percent more likely to engage in visual and/or manual secondary tasks, compared with the same drivers who were not using the automated system. In other words, the drivers became distracted. They took more frequent and longer glances at non-driving-related tasks and spent less time with their eyes on driving-related tasks. They are lulled into the idea that the car is driving itself if the car is controlling both the speed and the steering within the lane of travel, and they may feel they can do other activities. (<https://aaafoundation.org/understanding-the-impact-of-technology-do-advanced-driver-assistance-and-semi-automated-vehicle-systems-lead-to-improper-driving-behavior/>).

Focus Populations

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

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

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

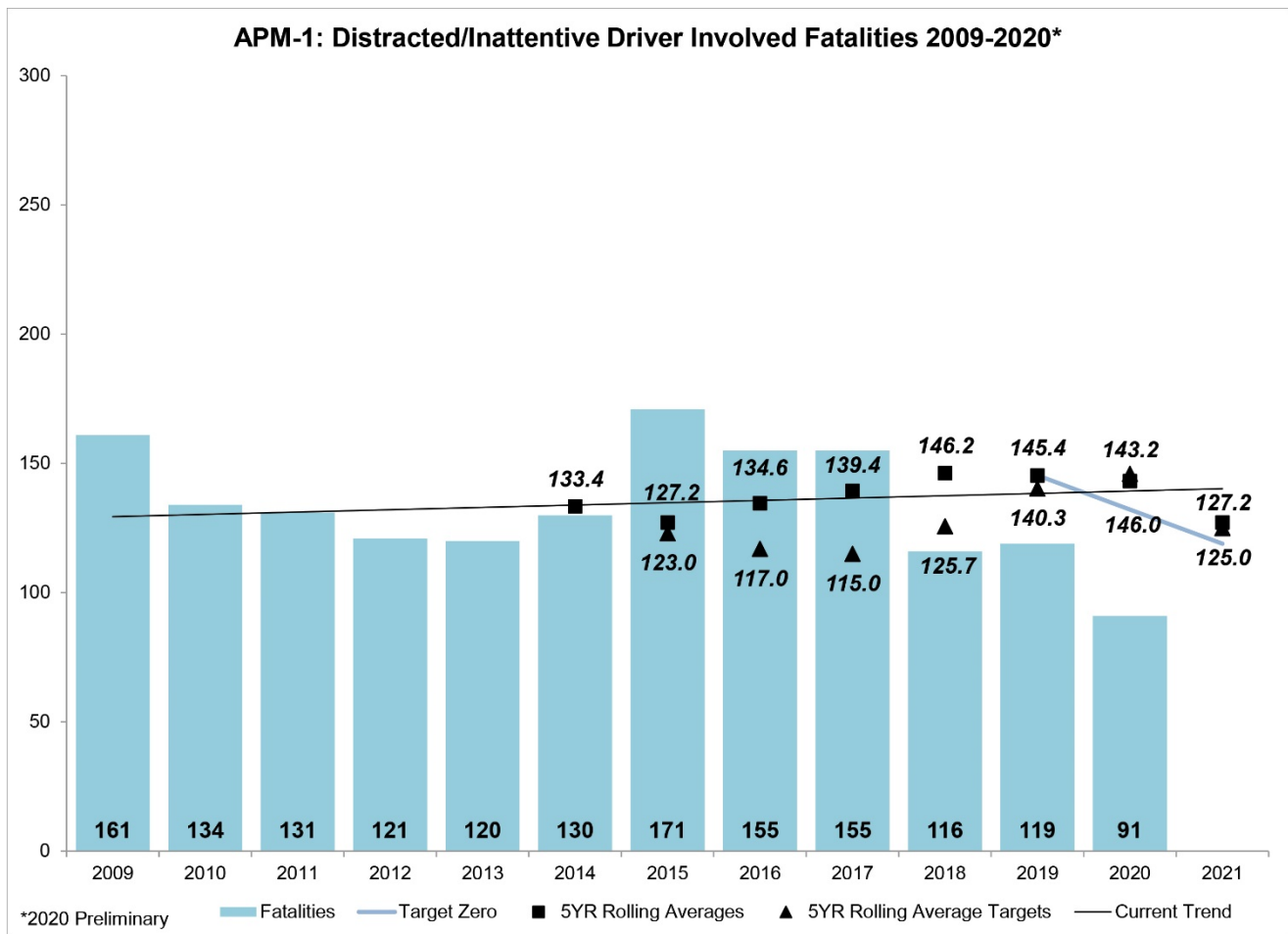
Drivers in High Priority/Risk Areas: Indicated by collision, fatality, and serious injury data.

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

Associated Performance Measures: APM-1

Assessment of State’s Progress in Achieving Performance Targets

The 2021 target included in the FFY 2021 HSP for distracted/inattentive driver involved fatalities was 125.0 (2017-2021 rolling average value). This target was set equal to the five-year rolling average imputing future calendar years equal to the most recent preliminary calendar year of data available when the target was set. In other words, the preliminary 2019 number at the time was 118 fatalities, so both 2020 and 2021 calendar year targets were set equal to 118, and the resulting value of the five-year rolling average 2017-2021 was calculated as the target. According to the revised trend line used to develop the target for FFY 2022, it appears that the FFY 2021 HSP target will be met. To reach the 2017-2021 rolling average target of 125.0, the total number of distracted/inattentive driver involved fatalities in 2021 would have to be less than 142. Given historical trends since Washington began enforcing the revised distracted driving law in 2018, it is unlikely 2021 fatality numbers will be higher than 142, so we consider this target met.



FFY 2021 Countermeasures and Planned Activities

Planned Activity: TREDs Training

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP21-01	TREDs Training	Erika Mascorro	WTSC
<p>Description: This project was intended to provide funding for distracted driving training for commercial vehicle drivers and law enforcement in the state through the TREDs program from the University of California in San Diego. On-the-job driving is the focus of these trainings. The trainings are designed to train the trainers to advance these lessons in their units or businesses.</p> <p>Results: This project was not implemented because the TREDs program staff did not have the time within the 2021 fiscal year to provide the training. WTSC spent time on this project updating the California training materials with Washington data, and the information was provided to the university.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Training – Distracted Driving	405d 24/7	\$25,000	\$0

Planned Activity: Distracted Driving Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM21-01	Paid Media – Distracted Driving	Erica Stineman	WTSC
<p>Description: This grant provided funding for media support of the distracted driving traffic safety enforcement program.</p> <p>Results: A new PSA was released at the launch of the distracted driving campaign that ran from March 29-April 18, 2021. The PSA encouraged people in Washington to set good examples and remind loved ones to put their phones away when driving. The campaign included a mix of TV, radio, digital, and social ads. More than 67.7 million impressions were served throughout the campaign and included 5,055 purchased spots, with 5,282 bonus spots provided at no cost.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Distracted Driving Enforcement	402	\$400,000	\$403,328

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
DD21-02	King County Distracted Driving Prevention Campaign	Erika Mascorro	Kent Police Department
<p>Description: The King County Distracted Driving Prevention Campaign's aim was to decrease unsafe behaviors among drivers related to cell phone use. Through a targeted, bilingual positive norms educational campaign, the King County Target Zero Task Force intended to increase knowledge of driving while distracted. Data was collected through a survey of King County drivers for measuring the effectiveness of this ongoing project and obtaining the data needed for the positive norm messages. Law enforcement patrols held drivers accountable to Washington's distracted driving traffic laws.</p> <p>Results: The distracted driving enforcement patrols occurred from July 25-August 7 following the survey completion and the media outreach. The project received several earned media segments, including Spanish speaking media interviews. The work completed during the enforcement patrols received media coverage and interest. Participating agencies posted information about the work on their social media pages. Extensive work created a comprehensive operational plan for this project, including details around finalizing the annual driver survey, media and outreach work, and enforcement coordination.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Distracted Driving Enforcement	402	\$95,000	\$65,978

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
DD21-03	Distracted Driving Enforcement – Local Law Enforcement	Jerry Noviello	WTSC																
<p>Description: The Local Law Enforcement Distracted Driving HVE project funded overtime for local law enforcement agencies to participate during national distracted driving emphasis patrol period. This project also funded locally driven overtime enforcement activities in the area of distracted driving.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>2,102.7</td> <td>DUI Arrests</td> <td>4</td> </tr> <tr> <td>Total Contacts</td> <td>5,886</td> <td>Speeding Citations</td> <td>188</td> </tr> <tr> <td>Total Citations</td> <td>3,702</td> <td>Seat Belt Citations</td> <td>169</td> </tr> <tr> <td>Total Warnings</td> <td>2,366</td> <td>Cell Phone Use Citations</td> <td>2,626</td> </tr> </tbody> </table>				Hours	2,102.7	DUI Arrests	4	Total Contacts	5,886	Speeding Citations	188	Total Citations	3,702	Seat Belt Citations	169	Total Warnings	2,366	Cell Phone Use Citations	2,626
Hours	2,102.7	DUI Arrests	4																
Total Contacts	5,886	Speeding Citations	188																
Total Citations	3,702	Seat Belt Citations	169																
Total Warnings	2,366	Cell Phone Use Citations	2,626																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Distracted Driving Enforcement	402	\$300,000	\$157,994																

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*PT21-01	Distracted Driving Enforcement – WSP	Jerry Noviello	Washington State Patrol

Description: The WSP Distracted Driving Enforcement project funded overtime for WSP to participate during the national distracted driving emphasis patrol period. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.

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

Hours	1,022.5	DUI Arrests	8
Total Contacts	2,883	Speeding Citations	608
Total Citations	1,574	Seat Belt Citations	234
Total Warnings	2,299	Cell Phone Use Citations	403

<u>Countermeasure</u> TSEP-DistD	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$129,330	<u>Amount Expended</u> \$129,311
-------------------------------------	----------------------------	-------------------------------------	-------------------------------------

Planned Activity: Develop Strategic Communications Plan to Educate on ADAS Distraction

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP21-09	ADAS Survey and Strategic Communication Plan	Debi Besser	WTSC
<p>Description: This project enabled WTSC to understand where Washington drivers are currently in their understanding of ADAS technology. This helped WTSC establish a baseline measure of driver’s understanding of the benefits, limitations, and attitudes about safe behaviors during the operation of ADAS safety systems. With that knowledge, WTSC developed a strategic communication plan to guide future messaging and education campaigns.</p> <p>Results: This project successfully created a plan for educating drivers on the potential distraction of ADAS technology. We did this by first contracting with an expert consultant (C+C) to conduct a survey of owners of vehicles with two specific types of ADAS: ACC and LKA. This survey established a baseline measure of the owners’ understanding of the benefits, limitations, and attitudes about safe behaviors during the operation of ADAS safety systems. Communications contractor, Big Sky Public Relations, developed a strategic communication plan based on the survey results. This plan included focus audiences, key messages and example creative material, and delivery strategies. The plan will facilitate execution and measurement of results in future years.</p>			
<u>Countermeasure</u> Educate Drivers on the Dangers of Distraction When Using ADAS	<u>Fund Source</u> 402	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$47,193

Planned Activity: Early Education on Distracted Driving for School-Aged Children

<u>Fed Project #</u> CP21-10	<u>Project Title</u> Little Engine That Could Streaming Performance	<u>Program Manager</u> Erika Mascorro	<u>Sub-Recipient</u> Studio East Training for the Performing Arts
<p>Description: StoryBook Theater is a program within Studio East to introduce children ages 3-10 to live theater by turning popular and well-loved children’s stories into musicals with essential life lessons. In 2018, the “Little Engine That Could” was produced as an early education prevention program about distracted driving in a partnership between Studio East and AAA Washington. In response to COVID-19, Studio East/StoryBook Theater transformed this distracted driving themed musical from a live event to a streaming performance. The project increased awareness among children of the dangers of distracted driving, teach recognition of the high-risk driving behavior, and coach children on how to respond if they see a caregiver driving distracted.</p> <p>Results: Studio East's Storybook Theater provided the public streaming of "The Little Engine That Could" from November through December 2020. A survey was distributed to the caregivers of the child audience members. The survey yielded eighty-two responses of which, 67 completed the survey, answering all five questions specific to distracted driving. The findings from the 67 completed surveys showed that more than a third (37 percent) of respondents said their students had mentioned distracted driving in the month after seeing the play. The same percentage of respondents said that the child had pointed out situations where they thought an adult was driving distracted. Last, of the respondents who communicated with the student about distracted driving, 43 percent said that conversation had influenced their thinking/beliefs about distracted driving; 57 percent said it had not.</p>			
<u>Countermeasure</u> Early Education Prevention Program for School-Aged Children	<u>Fund Source</u> 402	<u>Amount Approved</u> \$11,000	<u>Amount Expended</u> \$11,000

TRAFFIC RECORDS

Problem Statement

The traffic records program brings together core traffic records systems partners. It provides grants for improving timely, accurate, complete, uniform, integrated, and accessible traffic records for the crash, driver, vehicle, roadway, injury surveillance, and citation and adjudication data systems.

Potential barriers to the success of the traffic records program include:

- Archaic systems can hinder the success of the traffic records program. Traffic records systems are comprised of the software, processes, equipment, and staff that create, manage, and analyze traffic records data. Over time, technology improves, systems become outmoded, and databases degrade.
- Irrelevant, incorrect, or incomplete data can hinder the success of the traffic records program. WTSC programs allocate funds based on data generated by traffic records systems. Without a cohesive, robust traffic records program, data-driven funding decisions cannot be made.
- An ineffectual TRGC can hinder the success of the traffic records program. The TRGC is comprised of stakeholders and partner agencies who represent the core safety databases of the crash, driver, vehicle, roadway, injury surveillance, and citation and adjudication. Without an actively engaged TRGC, proper deployment of knowledge and resources cannot effectively occur.
- The 2019 Traffic Records Assessment yielded 13 recommendations that the traffic records program must address.

Focus Populations

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

- DOL
 - Driver data
 - Vehicle data
- WSDOT
 - Crash data
 - Roadway data
- County Road Administration Board (CRAB)
 - Roadway data
- WSP
 - Citation data
 - Crash data
- Department of Health (DOH)
 - Emergency management systems data
 - Hospital data
 - Trauma registry
 - Emergency room data
- Administrative Office of the Courts (AOC)
 - Adjudication data

Associated Performance Measures: TR-1

Assessment of State's Progress in Achieving Performance Targets

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

All hospitals in Washington are now providing production data to the National Syndromic Surveillance Program, Electronic Surveillance System for the Early Notification of Community-Based Epidemics (NSSP ESSENCE).

Injury Surveillance – Completeness Percent of statewide ED visits reported to production in NSSP ESSENCE. (FFY 2021 Goal = 100%) Actual = 100% of EDs in Washington were reporting their visits to the Rapid Health Information Network (RHINO) program by the end of the grant year.

Outcome Measure	2015	2016	2017	2018	2019	2020	2020 Target	2021 Target
TR-1) Number of ED visit records reported (estimated percent of total ED records)	^	0.2%	13.5%	69%	85%	97%	100%	100%

FFY 2021 Countermeasures and Planned Activities

Planned Activity: Improve Data Systems

<u>Fed Project #</u> TR21-03	<u>Project Title</u> Traffic Records Training and Coordination	<u>Program Manager</u> Peter Corier	<u>Sub-Recipient</u> WTSC
<p>Description: The purpose of this project was two-fold, in providing for training needs and tools for coordination by the TRGC and its committees, including:</p> <ol style="list-style-type: none"> 1. Attendance at the Traffic Records Forum for TRGC and committee members. Given the unique circumstances of COVID-19, and the cancellation of most in-person trainings, travel is less essential now than in prior years. However, the funds allocated for travel could be used for facilitating distance learning. 2. Maintenance and improvement of collaboration tools for the TRGC and its committees. <p>Results: This project was used to pay for Box software licensing fees so users could continue accessing the eTRIP collaboration tool. This tool has been beneficial for the administration of eTRIP, and the committee plans to continue using it in the future. Seven partners were sent to the annual Association of Transportation Safety Information Professionals (ATSIP) Traffic Records Forum. Attendees hailed from multiple agencies, including Office of Financial Management (OFM), DOL, DOH, Washington Technology Solutions (WaTech), and WSDOT.</p>			
<u>Countermeasure</u> Research and Data	<u>Fund Source</u> 402	<u>Amount Approved</u> \$20,000	<u>Amount Expended</u> \$2,747

Planned Activity: Core Highway Safety Database Gap Analysis and Mitigation

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-01	FORMSITE Application Replacement	Peter Corier	Department of Licensing
<p>Description: DOL's primary goal with this project was to work with contracted developers to create a real-time web-based application that allows the courts and the law and justice community to submit timely and accurate convictions and conviction related data to driver records. This allowed DOL to take appropriate action on driver records and allowed DOL to fully comply with federal law.</p> <p>Results: On July 6, 2021, the forms were released into production for all courts, prosecutors, and law enforcement to use if they have a secure Driver Information and Adjudication System (DIAS) account. Training of staff and stakeholders has taken place this year. Since the change in the system, the data is now updated upon submittal. DOL records are more accurate and timely because of the system change.</p> <p>Note: A decision was made early in the process to not move forward on the SECTOR Replacement project. As a result, the Fed Project # originally assigned to that project was repurposed. The following project #: M3DA21-01 is correctly assigned to the following project: <i>FORMSITE Application Replacement</i>.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$111,400	\$68,700
<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-02	S2S Cleanup	Peter Corier	Department of Licensing
<p>Description: The purpose of this project was to enlist a Customer Service Specialist to review records, perform data clean up, fraud detection, and license verification for the implementation of DOL's State-to-State (S2S) Verification Service. S2S Verification Service allows states to electronically check with all other participating states to determine if the applicant currently holds a driver's license or identification card in another state and ensure our state has the driver's complete driver history.</p> <p>Results: The project continues to fund reconciliation of out of state driver record pointer resolution. There was staff turnover that slowed the project slightly toward the end of the fiscal year, but each quarter's goal was still largely met. With the goal of 8250 pointers resolved each quarter, this goal was met cumulatively over the course of the federal fiscal year, though the fourth quarter was slightly below the target, even though the third quarter made up the difference. This project will continue into the next fiscal year.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$84,900	\$62,693

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-08	Pinnacle LMS	Peter Corier	Department of Licensing
<p>Description: The primary goal of implementing a learning management system was to provide an online learning platform to all county public works staff with training content supporting the development of safety improvements across Washington State. This allowed users 24-7 access to the most up-to-date materials from any location accessed through the internet. Users were able to learn at their own pace, and get answers to common issues immediately, assuring efficient use of the software and their time, while improving accuracy, completeness, uniformity, and timeliness of Washington State county roads and related assets.</p> <p>Results: Activity for this project included publication of content supporting CRAB's mission to provide the counties training in software and technology. They are consistently adding content to help users with GISMO and other software. During this period, CRAB utilized the platform's event scheduling for two live virtual events held by CRAB and plans on scheduling several lunch and learn events. The project has continued to progress smoothly with no issues impacting scope or budget. Eagle Point's Customer Success team of Daniel Craig and Katy Jones have continued to maintain contact and assist CRAB with any issues that have arisen.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$101,000	\$100,260

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-07	Traffic Records Data Integration	Peter Corier	Department of Health
<p>Description: The purpose of this ongoing, multi-year project is to transfer the development, sustainability, and governance of this program to another Washington State government agency. An invitation to submit a proposal was sent to two Washington State agencies in October 2018, and OFM was determined to be the successful proposer due to the knowledge, experience, and resources demonstrated in developing and managing complex integrated state data systems.</p> <p>Results: This was the first year of a multi-year project, so during Year 1, the OFM TRIP staff continued to focus on foundational activities, including acquisition and linkage of data extracts from source agencies. Three key sources have been linked: WSDOT collision data, WSP toxicology data, and AOC court filings data.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$342,048	\$182,924

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-01	SECTOR Replacement	Peter Corier	Washington State Patrol
<p>Description: This grant supported the work of the WSP in addressing three areas of technical debt with the Statewide Electronic Collision & Ticket Online Records (SECTOR) system. Work</p>			

included the conversion of the code from outmoded VB.NET to C#.NET, enhancement of the Client Update functions, and synchronization of the Code and Lookup tables. The existing code resulted in a high volume of help desk requests requiring manual intervention to correct the problems the users encountered. Addressing the technical debt enhanced the user experience and reduced the number of calls to the help desk. This project was done via third party vendor.

Results: A decision was made early in the process to not move forward on this project. As a result, the Fed Project # originally assigned to this project was repurposed. The following project #: M3DA21-01 is correctly assigned to the following project: *FORMSITE Application Replacement*.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$100,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-06	SECTOR 24X7	Peter Corier	Washington State Patrol

Description: This multi-year project put in place processes to provide 24x7 coverage for the SECTOR application in the event of a total interruption in service.

Results: The grant funds enabled the WSP to provide 24 x 7 after-hours support for the SECTOR application. There were no calls for service outside of regular working hours during this reporting period.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$16,286	\$14,388

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-03	Data Management (WEMSIS)	Peter Corier	WSP

Description: This project continued improving the Washington State Emergency Medical Services Information System (WEMSIS) data registry. The grant was used to continue to fund the Research Investigator to work with DOH epidemiologists and the WEMSIS program manager to evaluate date quality, establish feedback loops between DOH and reporting EMS services, improve data quality, and continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Results: Building on the successes of the last grant year, the WEMSIS team adapted the Data Submission Report to broaden its reach. In addition to agency-level reports sent to EMS agencies, they added processes to send reports to county Medical Program Directors (MPDs) and EMS and Trauma Region Quality Improvement Committees, each receiving data on counties or agencies they oversee. WEMSIS presented data quality information to the North, Southwest, and South-Central regional EMS Councils, representing 17 counties. These presentations included information on record timeliness, number of records submitted, data quality scores, and highlighted data quality issues specific to the region.

They also made progress toward data interoperability goals. The use of linked WEMESIS-Comprehensive Hospital Abstract Reporting System (CHARS) data is a significant improvement in the interoperability of WEMESIS with other DOH data systems and marks the completion of more than two years of work and planning and is a testament to the WEMESIS team's growing analytical capabilities.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$162,277	\$147,841

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA21-04	Rapid Health Information Network (RHINO)	Peter Corier	Washington Department of Health

Description: The purpose of this project was to conduct injury surveillance for traffic-related injury across Washington State. The Rapid Health Information Network (RHINO) program has assembled a substantial quantity of data from emergency rooms across the state and many outpatient clinics. In previous years of this project, DOH has explored the data and developed ESSENCE queries, dashboards, and definitions for traffic-related injury. DOH now can leverage the data to conduct focused traffic injury surveillance.

Results: The 2020-2021 grant year saw strides in data completeness, expansion of the ESSENCE user base, and development of products that can be used and further built upon to support the forthcoming 5-year grant period between WTSC and DOH-RHINO. The primary challenge was staff efforts being necessarily routed to meet the state's surveillance and response needs for the pandemic. However, meeting goals and objectives while managing the demands of the pandemic should be considered a great success. RHINO staff were spread thin but worked together to build a base for the continued RHINO-WTSC collaboration over the upcoming 5-year grant.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$149,315	\$83,777

<u>Fed Project #</u> M3DA21-05	<u>Project Title</u> Law Table Management, Audit, and Clean-up	<u>Program Manager</u> Peter Corier	<u>Sub-Recipient</u> Administrative Office of the Courts
<p>Description: The large volume of local law tables and the numerous law entries each contains exposes the risk for inaccurate or missing conviction data due to inconsistent review and maintenance of local law tables. AOC currently lacks the staff resources to analyze and update many local law tables and associated violations. AOC currently only has the resources to maintain the statewide law table for statewide statutes. This project addressed the needed review and maintenance of local law tables.</p> <p>Results: The AOC exceeded the total number of courts/jurisdictions scheduled for review during the year, even though COVID-19 impacts have been a challenge. Courts in Washington temporarily closed and then reopened with reduced hours during this period. Many of the courts reviewed during the second year of the grant continued to have reduced hours of operation, reduced staffing, or arranged for staff to work offsite. The goal of this grant was to increase accuracy in law table data related to case types, DOL violation reporting, fine and assessments, and revenue distributions, and to efficiently and effectively transmit accurate and timely law table updates to DOL, and that happened, and will continue into next year.</p>			
<u>Countermeasure</u> Traffic Data Systems Improvement	<u>Fund Source</u> 405c	<u>Amount Approved</u> \$128,864	<u>Amount Expended</u> \$103,298

ABBREVIATION LIST

Abbreviation	Meaning
ADAS	Advanced Driver Assistance Systems
ACC	Adaptive Cruise Control
AEB	Automatic Emergency Breaking
AIAN	American Indian Alaska Natives
AOC	Administrative Office of the Courts
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATSC	Active Transportation Safety Council
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Content
BIPOC	Black, Indigenous, People of Color
BRFSS	Behavioral Risk Factor Surveillance Survey
CAT	Collision Analysis Tool
CDP	Crash Data Porta
CFC	Coded Fatal Crash
CFR	Code of Federal Regulation
CHARS	Comprehensive Hospital Abstract Reporting System
CHSC	Center for Health and Safety Culture
CLAS	Collision Location Analysis System
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CRAB	County Road Administration Board
CRSS	Crash Report Sampling System
CSO	County Sheriff's Office
CTW	Counter Measures that Work
DIAS	Driver Information and Adjudication System
DOH	Department of Health
DOL	Department of Licensing
DRE	Drug Recognition Expert
DUI	Driving Under the Influence (sometimes called DWI)
DUI EO	DUI Enforcement Officer
ED	Emergency Department
EMS	Emergency Medical Services
ESSENCE	Early Notification of Community-based Epidemics
eTRIP	Electronic Traffic Information Processing
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation
FBI	Federal Bureau of Investigation
FCW	Forward Collision Warning

Abbreviation	Meaning
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FST	Field Sobriety Test
GDL	Graduated Driver Licensing
GHSA	Governors Highway Safety Association
GMR	Grant Management and Review
HSIP	Highway Safety Improvement Performance Report
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IDC	Impaired Driving Coordinator
IIP	Ignition Interlock Program
JIS	Judicial Information System
LCB	Liquor and Cannabis Board
LDW	Lane Departure Warning
LE	Law Enforcement
LEL	Law Enforcement Liaison
LEP	Limited English Proficiency
LKA	Lane Keeping Assist
MIDU	Mobile Impaired Driving Unit
MPD	Medical Program Director
MPO	Metropolitan Planning Organizations
MR	Management Review
MRSC	Municipal Research Services Center
MSU	Montana State University
MVC	Motor Vehicle Collision
NATEO	Northwest Area Tribal Enforcement Officer's
NCDC	National Center for DWI Courts
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Traffic Safety Administration
NPAIHB	Northwest Portland Area Indian Health Board
NSSP	National Syndromic Surveillance Program
NTDETAS	Novice Teen Driver - Education and Training Administrative Standards
OFM	Office of Financial Management
PASD	Programs and Services Division
PCN	Positive Community Norms
PD	Police Department
PSAs	Public Service Announcements
PTCR	Police Traffic Collision Report
RADD	Research and Data Division
RHINO	Rapid Health Information Network

Abbreviation	Meaning
S2S	State-to-State
SECTOR	Statewide Electronic Collision & Ticket Online Records
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
SHSP-TZ	Strategic Highway Safety Plan Target Zero
SOTP	Science of the Positive
STSI	State Traffic Safety Information
TAC	Technical Advisory Committee
TDAE	Traffic Data Analysis and Evaluation
TDS	Teens in the Driver Seat
THC	Tetrahydrocannabinol
TraCS	National Model's Traffic and Criminal Software
TRC	Traffic Records Committee
TRCC	Traffic Records Coordinating Committee
TREDS	Training, Research, and Education for Driving Safety
TRGC	Traffic Records Governance Council
TRIP	Traffic Records Integration Program
TRP	Traffic Records Program
TSEP	Traffic Safety Enforcement Program
TSRP	Traffic Safety Resource Prosecutor
TST	Traffic Safety Team
TTI	Texas A&M Transportation Institute
TTSAB	Tribal Traffic Safety Advisory Board
TTSC	Tribal Traffic Safety Coordinator
TWGT	Together We Get There
TZM	Target Zero Manager
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WASPC	Washington Association of Sheriffs and Police Chiefs
WATech	Washington Technology Solutions
WEMS	WTSC Grants Management System
WEMSI	Washington Emergency Medical Services Information System
WIDAC	Washington Impaired Driving Advisory Council
WMSP	Washington Motorcycle Safety Program
WSDOT	Washington State Department of Transportation
WSIRB	Washington State Institutional Review Board
WSP	Washington State Patrol
WSU	Washington State University
WTSC	Washington Traffic Safety Commission
YVCOG	Yakima Valley Conference of Governments

CONTACT INFORMATION

Washington Traffic Safety Commission

621 8th Avenue SE, Suite 409

PO Box 40944

Olympia, WA 98504-0944

Phone: 360-725-9860

Fax: 360-586-6489

Web: wtsc.wa.gov

Commissioners

Jay Inslee

Governor

Brandi Peetz

Association of Washington Cities

Umair Shah

Department of Health

Teresa Berntsen

Department of Licensing

Sue Birch

Health Care Authority

Roger Millar

Department of Transportation

George Steele

Judiciary Member

Chris Reykdal

Superintendent of Public Instruction

Sam Low

Washington State Association of Counties

Chief John Batiste

Washington State Patrol

Office of the Director

Shelly Baldwin, Director

Pam Pannkuk, Deputy Director

Geri Nelson, Administrative Services Director

Debbie Johnson, Finance Director

Tammy Bahr, Fiscal Analyst

Rainboe Sims-Jones, Fiscal Technician

Program and Services Division

Wade Alonzo, Program Director

Debi Besser, Program Manager

Mandie Dell, Program Specialist

Edica Esqueda, Program Manager

Jessie Knudsen, Program Manager

Erika Mascorro, Program Manager

Mark Medalen, Program Manager

Jerry Noviello, Program Manager

Hilary Torres, Program Manager

Research and Data Division

Staci Hoff, PhD., Research Director

Peter Corier, Program Manager

Geneva Hawkins, Data Support Analyst

Dawn Hernandez, Crash Report Sampling System (CRSS) Analyst

Terry Ponton, Fatality Analysis Reporting System (FARS) Analyst

Max Roberts, Research Associate

Information Technology Division

Bernie Shah, IT Manager

External Relations Division

Erica Stineman, Communications Manager

This page left intentionally blank.



**TRAFFIC SAFETY
COMMISSION**